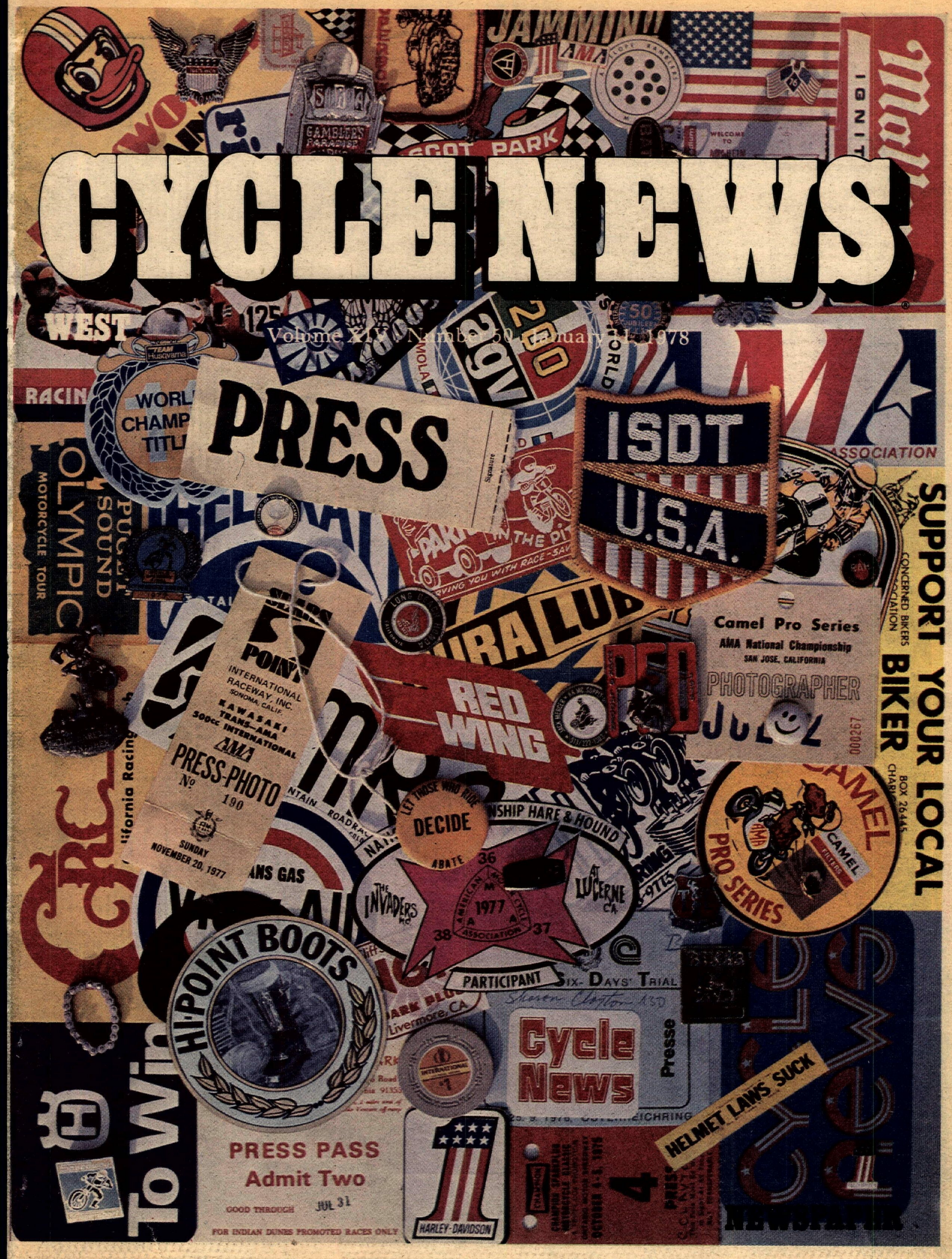
CYCLE NEWS

Volume XIV, Number 30, January 11, 1978



THE LATEST POOP BY PAPA WEALEY

Well folks, this is it — Number 50. What's a Number 50? It's the last issue of *Cycle News* you'll be reading this year. Everyone at the CN offices, except the circulation department, heads out for the beaches, mountains, desert or whatever on vacation on December 14. And we won't be back until Dec. 28.

Three of Peter Starr's motorcycle movies swept the annual Oscar Cordon Rouge film festival competition in Paris on Dec. 2 and 3. First overall and best of show was "Race of the Year" featuring road racers Steve Baker and Barry Sheene at Mallory Park. Second in the motorcycle category was "Two Wheels Alive," which is being shown on TV in the U.S. by Pennzoil. Third place was Starr's "Bol D'Or" superbike road race documentary filmed at LeMans this year.

Moviemaker Peter Starr is presently putting together a feature film called "Take It to the Limit" with music by the Eagles. Will it be another "On Any Sunday" we asked? "I hope it will be better than 'On Any Sunday'" Peter Starr replied.

Scott USA, the goggles and plastic company, has purchased Preston Petty Products' injection molding equipment and product inventory. Starting Jan. 3, Scott USA will manufacture, warehouse and ship the Preston Petty Product line of motorcycle accessories.

Preston Petty Products will continue marketing and sales of the products. Petty has moved to Arizona where he will continue his R&D work. The new PPP address is P.O. Box 4158, Scotsdale, AZ 85258, 602/991-5230.

David Emde and riding instructor Keith Code will hold road racing seminars every Saturday during January at Mr. Al's restaurant in Anaheim. Discussions will start at 1:00 p.m. They'll run until 4:00 p.m., and they'll cost ya $25. Info? Call Keith Code at 213/463-6594.

The Oregon Motorcycle Riders Association has a 24-hour phone answering service for info regarding their organization, current events in the area and up-to-date legislative news. Oregoneans can give 'em a call at 503/253-5097.

Former marketing executive with American Motors Corp. Robert Creger has joined Kawasaki Motor Corp. as vice-president in charge of sales and marketing. Creger will be advised by former vice-president of sales and marketing Alan Masek.

Why would Toyota Motor Sales, USA, Inc. send us an invitation to attend their press luncheon in mid-December? According to the letter, we can expect to hear "an announcement by Toyota Motor Sales, USA, Inc. and the American Motorcyclist Association." Phone calls to the AMA and to commissioner of racing Doug Mockett proved fruitless. Guess we'll just have to wait and see which AMA series Toyota plans to support. Congrats to the "czar" may be in order.

Team Yamaha's Mike Bell who broke his wrist at Anaheim will be getting the plaster removed on Dec. 22. Mike has been doing some running and will get back into form some two weeks earlier than anticipated.

Many apologies to Marshall Jennings concerning the 4-stroke Motocross Nationals at Carlsbad. Marshall took third in the Old Timers class, not Klump. A number mixup at the sign-in booth left us with Jennings not even on our list.

Central folks please take note. Tired of not seeing coverage of your races in *Cycle News?* One way you can help — this is what's called the direct approach — is to send in stories. Former contributors, race fans and foxy pit tootsies with a flair for writing and/or taking photos should give it a try. Fringe benefits? It'll make ya semi-famous and moderately affluent.

Suzuki's GS1000 street machines are expected to arrive in SoCal in late January, and we'll do our darndest to procure one for an instant up-to-date test. First to show up will be the standard C-models with the fancy E-models probably rolling in around March.

Ever wanted to name an off-road vehicle park? Well, the Sacramento County Dept. of Parks and Recreation needs your help. They're holding a contest with prizes (they didn't say what the prizes are) for the winning name-dropper. The name should be of geographical, topographical or historical significance. The park cannot be named after a living person. And all entries must be in by January 10.

Send those ORV park name ideas to Floyd Lewis, Recreation supervisor at the Sacramento County Dept. of Parks and Recreation, 3701 Branch Center Road, Room 116, Sacramento, CA 95827.

American Motocross Enterprises (AME) is putting on a seven-race, $10,000 Sweepstake motocross series. The series will start Jan. 15 at Racing World with a $1,200 purse for 100 and 125cc machinery. ($200 for 100s, $1,000 for 125s.) On Jan. 22 there will be $1,500 race for 250s and 500s at Indian Dunes. The rest of the schedule: Jan. 29, 250-500cc, $1,500, Sprockets Park; Feb. 5, 100-125cc, $1,200, Sprockets Park; Feb. 5, 250-500cc, $1,500, Racing World; Feb. 12, 100-125cc, $1200, Indian Dunes and Feb. 18-19, $2,000, 125-250cc, Sprockets Park.

A $30,000, six-race series is planned by AME for April and May with two more races tentative.

The Suzuki Golden State Series, a seven-event CMC-sanctioned pro MX program, will feature a sizable number of factory-backed pros. California Moto-sport Club honcho Stu Peters says that the three-man Kawasaki team — Weinert, Stackable and Mosier — is signed up. Team Honda riders Pomeroy, Croft and Reid are also definite, and there's even a rumor that Jimmy Ellis will debut on Honda in the series.

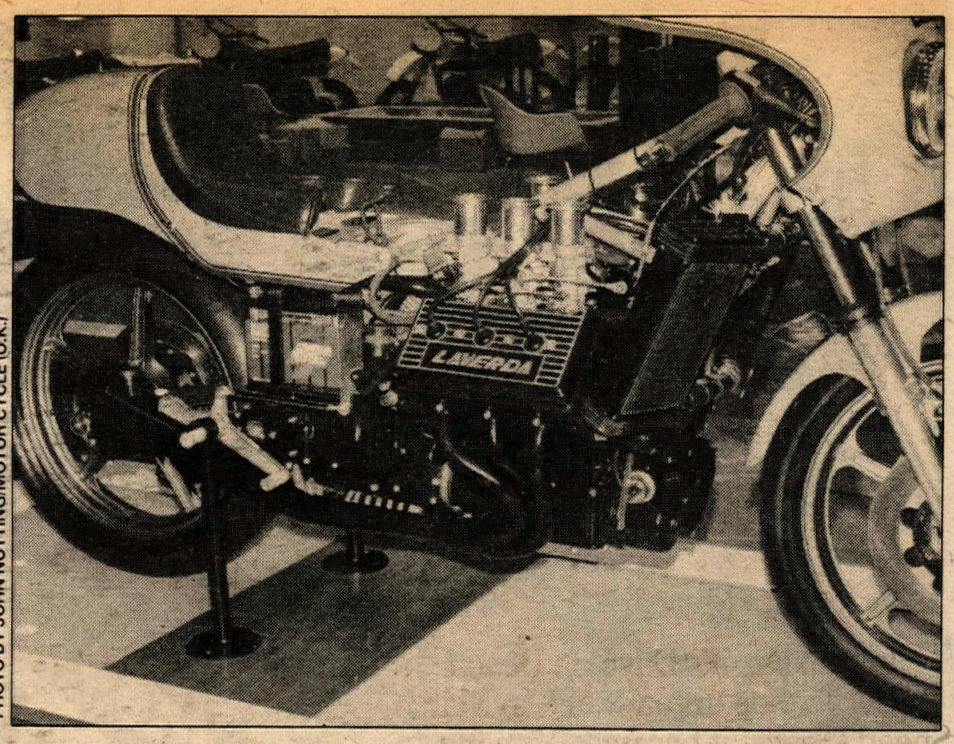


PHOTO BY JOHN NUTTING/MOTOR CYCLE (U.K.)

Laverda's 1,000cc V-6 endurance racer was the hit of the Milan (Italy) Show. The watercooled engine has four valves per cylinder and double-overhead camshafts on each bank of cylinders.

Rumor has it that Team Suzuki will contest the Golden State Series although no one has signed up yet. Likewise, there's a good chance that Team Yamaha will make a showing. Also expected to ride is Team Husqvarna's Chuck Sun.

According to Eckart Schorn of Maico Motorcycles, "Maico is preparing a hell of a race program for 1978 that will please the privateers, the pros and the AMA." Sounds ver-r-ry interesting.

Suzuki's National motocross team is shaping up for 1978, according to reliable sources. Mark Barnett, Kent Howerton and Danny LaPorte have already signed. Tony DiStefano was due in Los Angeles for talks as *Cycle News* went to press.

It looks like Tony D. and Howerton will ride the 250cc Nationals, Barnett the 125s, with LaPorte in the 500s. At last report, Suzuki was still looking for riders to support LaPorte and Barnett in their respective classes.

Gerrit Wolsink put his name on the dotted line for another year with Suzuki in the 500cc World Championship Grand Prix. Roger DeCoster is due in Japan this week (Dec. 12-16) for testing and contract negotiations.

Montesa has signed trials ace Ulf Karlsson again, but Malcolm Rathmell remains unsigned for '78. Also not signed is Yrjo Vesterinen, the defending World Trials Champion. Vesterinen discussed next year's plans with Bultaco reps in Italy last week, but did not sign after two days of talks.

Don't be surprised if you see the AMA's only professional licensed lady road racer, Carter Alsop, competing in the Superbike class at AMA Nationals in 1978. Alsop stayed in California after the AMA Awards Banquet to work on a deal to ride a Yoshimura Racing prepared Suzuki. Loyal George "Crash" Truesdale, international goodwill ambasador and motorcyclist extraordinaire, (according to his business card) is arranging the sponsorship.

If you can't beat 'em, join 'em department. Harley-Davidson is ordering Grand National Champion Jay Springsteen at least one frame from Mert Lawwill Racing Products. Mike Kidd, riding a Lawwill prepared and sponsored XR, made life hard for everyone including the Harley-Davidson teamsters in '77.

Yamaha has received a reported 60 orders from riders for the 40 unit allocation of the TZ750E road racer. The deadline for ordering was December 1. This year the orders had to include a resume of the accomplishments of the rider designated to receive the machine. No date on the release of the machinery was available.

Corky Keener has given up residence in Flint, Michigan to move to Golden, Colorado. What's in Golden, you ask? Well, Keener says he can see the Coors Brewery from his condominium. Mr. Dirt was awarded a lifetime membership in the Michigan Mafia by buddy and Harley-Davidson teammate Jay Springsteen before he left.

Mr. PiBB will continue its involvement in Supercross. Mr. PiBB has signed an agreement in principal to again sponsor both the Atlanta and Houston rounds of the series plus one other as yet unnamed event on the soon to be released schedule.

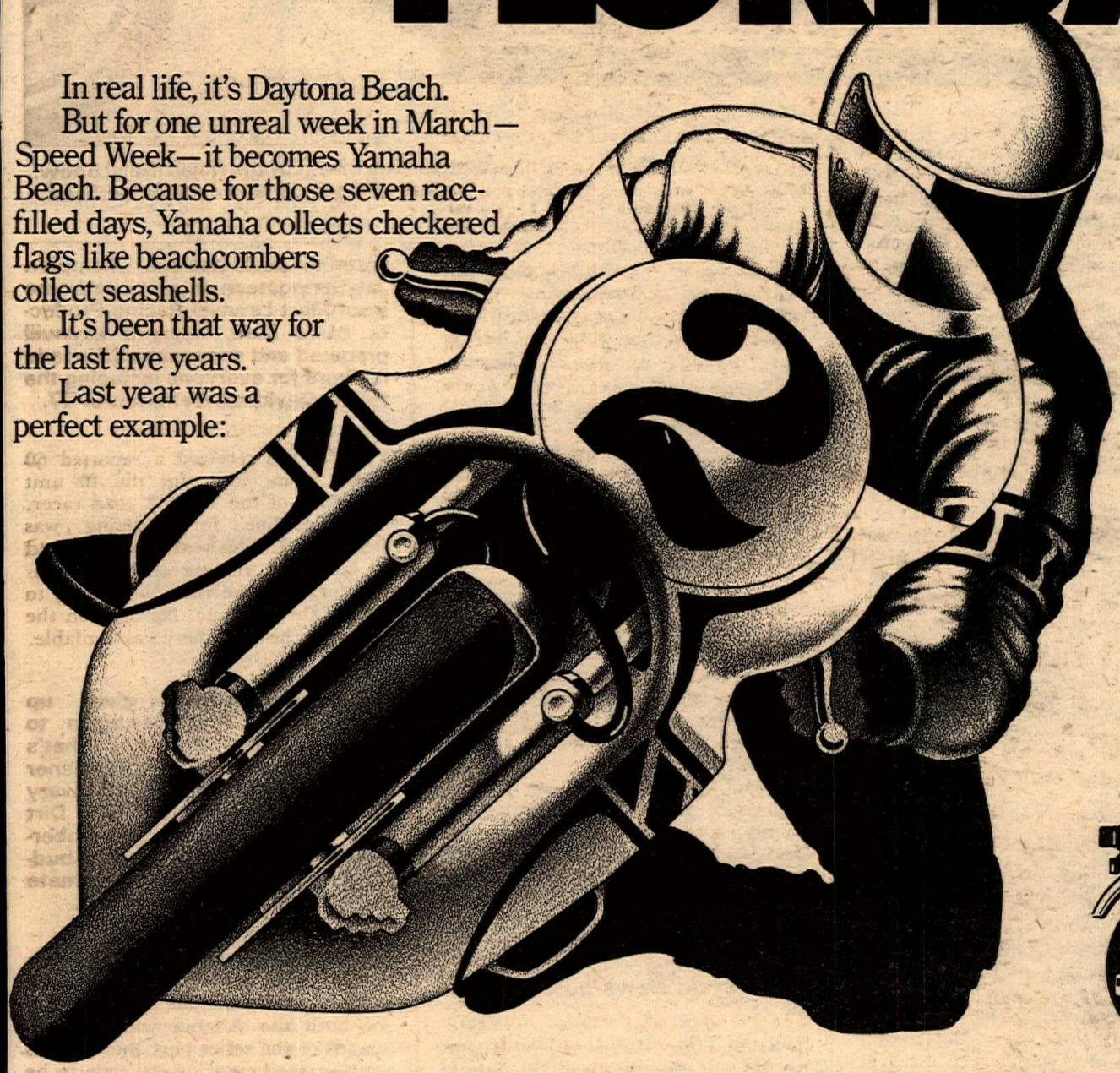
Dan Mahony/Wizard Racing Photos deserves the photo credit on last week's coverage of the AMA Professional Awards Banquet. Somewhere in the shuffle, Dan's byline got left off.

Charlotte (N.C.) Motor Speedway will not run a National road race in 1978. The Speedway notified the AMA that they were withdrawing their sanction application "due to the nature of our ongoing track construction." The Speedway felt that rather than schedule the event and then have to cancel, that it was better not to run at all. The track, in a letter to the AMA, asked that their application be applied to an April 1979 date.

The sidecar portion of the Laguna Seca F750 race, held Sept. 11, will be broadcast on ABC on Saturday, Dec. 31. Check your local listing for time and channel.

(Continued on page 15)

WIN A TRIP TO YAMAHA BEACH, FLORIDA.



In real life, it's Daytona Beach.

But for one unreal week in March—Speed Week—it becomes Yamaha Beach. Because for those seven race-filled days, Yamaha collects checkered flags like beachcombers collect seashells.

It's been that way for the last five years.

Last year was a perfect example:

Yamaha finished 1st through 8th in the 100-mile, 250cc road race, with one of our winningest riders, Steve Baker, leading the pack.

Bob "Hurricane" Hannah then proceeded to live up to his name by taking the flag in a super-close supercross. On an unmodified production bike, yet.

But those were just a prelude to the most climactic event of Speed Week. The Daytona 200, a Formula 750 road race. To no one's surprise, Steve Baker and Kenny Roberts gave it the traditional Yamaha one-two.

This year looks like more of the same.

RACING, AND THEN SOME.

Of course, racing is just part of the action. Between races, another kind of excitement takes over. The excitement of just being in Yamaha Beach during Speed Week.

Picture it.

Over 100,000 motorcycle lovers from all over the world converging on one tiny town for seven non-stop days of parties, movies, exhibitions, live concerts, parties, sailing and parties.

So, if you're into motorcycles in general—and motorcycle racing in particular—get yourself into the Yamaha Daytona Sweepstakes. It's easy.

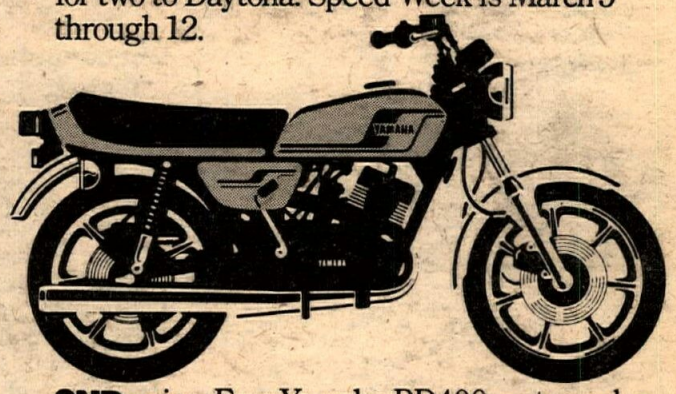
RACE RIGHT OVER.

Just go to your participating Yamaha Dealer and feast your eyes on the largest and most exciting line of 4-stroke street bikes we've ever offered. Like our new 1100cc, 4-cylinder XS Eleven superbike, and our Specials with their unique sit-in styling. Marvel at our collection of dual-purpose machines or our tough YZ dirt bikes, with their new lightweight chrome moly frames and aluminum swing arms. Then pick up an entry form with all the sweepstakes details.

No purchase is necessary. The sweepstakes runs from December 15 through February 15.

Here's what we're giving away:

1ST prize. Four one-week, expense paid trips for two to Daytona. Speed Week is March 5 through 12.



2ND prize. Four Yamaha RD400 motorcycles. This hot, tough street bike is the direct descendant of Yamaha's legendary road racing winners.

3RD prize. 500 official Yamaha shirts.

4TH prize. 1000 Team Yamaha hats.

The entry deadline will be here before you know it. So, first chance you get, take a little trip to your Yamaha Dealer.

And try for a big trip to Yamaha Beach.

THE YAMAHA DAYTONA SWEEPSTAKES

No Purchase Required. Void in Missouri and in the following counties of Maryland: Allegany, Cecil, Garrett, Harford, Howard, Montgomery, Prince George, Somerset & Talbot and wherever prohibited by law. Residents of Ohio and voided counties in Maryland only, may write for details and entry forms by sending a self-addressed stamped envelope to: Yamaha Sweepstakes Entry Forms, P.O. Box 6225, Blair, Nebraska 68009. Requests for entry blanks and rules must be received by Jan. 25, 1978.

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ON THE FRONT PAGE: Souvenirs, stickies, and paraphernalia montage by Chuck Clayton. Photo by Dennis Greene.

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VOICES OF THE WEST

Sun's stocker

I would like to point out an error in Yamaha's recent *Cycle News* advertisement regarding the Anaheim Supercross race. They state that, aside from Bob Hannah, "... nine of the top 10 finishers were astride hand-built, no-other-bike-like-it, works machines."

The people at Yamaha must have overlooked the fact that Chuck Sun finished in the top 10 (seventh) at the Anaheim race. Chuck's bike was anything but one of a kind, being a production 1978 250 CR Husqvarna — hand built yes, but then again *all* Husqvarnas are hand built.

Chuck went on to clinch the Trans-AMA 250cc class championship the week after Anaheim, on the identical bike that is on the floor of local Husky dealers right now. Husqvarna has always raced production machinery, not just on chosen occasions.

JOHN PAVICH
Regional Sales Manager
Husqvarna Motorcycle Co., Inc.
Laguna Beach, CA

KSI congrats

I would like to compliment the Knobby Shop International for the great job they did at the Four Stroke Internationals. The racing was excellent, some serious and some just out for a good time.

Also, thanks to *Cycle News* for your excellent coverage of the race. But someone forgot one little thing: They make small four strokes too! There was a 150cc Sportsman class, Novice and Amateur, which wasn't even listed in the results, let alone in the article.

These guys prepare and put out a lot for this special once a year race and deserve some credit.

RANDY SCHWALENBERG
Santa Barbara, CA

Referee's reaction

What has happened to our sport when National caliber professional riders come to Amateur events, blatantly break the rules and then are defended in a publication like *Cycle News?*

District 36 has a set of rules that apply to every rider of sanctioned events within the District, no matter who they are. The rule book states, "Participants in Cross Country events may not ride the course within 48 hours of the time they are due to start." At the November 13 Wilseyville hare scrambles Rick Hocking was caught riding the course Saturday, 24 hours before the event.

During the event Hocking was observed by club spotters cutting the course on three separate occasions. On the third instance, Mr. Hocking cut approximately one-quarter mile off the course by the gas pits. At this point, I had already disqualified him but was deluged by incensed spectators, riders, pit crews and club members to take action against this rider before he hurt someone.

I personally feel that any rider who knowingly breaks the rules of our sport does himself and all of us a great injury. But possibly a greater injury is inflicted when Mr. W.H. Spencer, an official of the district in which the events are run casts the rule book aside and defends the wrong doer in a *Cycle News* race report.

BRAD TEEGARDEN
Referee, Polka Dots M C
Sacramento, CA

Dear *Cycle News* bossperson...

Cycle News is the most important piece of literature in our house. We think you do an excellent job of production, and you have a great bunch of writers and photographers.

Give those boys and gals a nice Xmas bonus!

MRS. LANA J. RUNDLE
Pleasanton, CA

What a great idea... Editor

Onward, upward...and thanks

Another race season has come and gone, and I feel we have added another notch to the racing gun. We have had our ups and downs and have gone through a few rough and bumpy areas — that's motocross. However, in all, I think we have taken another step in the advancement of motocross as a major sport in this country.

Our tremendous advancement is due, in part, to many people — promoters, riders, officials, mechanics, press and spectators. I would like to take this opportunity to thank all of these people for their hard work and dedication in helping to take the sport of motorcycling to the heights it deserves.

Merry Christmas and a Happy New Year. I am looking forward to seeing and working with all of you again next year.

MICHAEL A. DiPRETE
AMA Professional Motocross Manager
Westerville, OH

Central concern

I've just been looking over the December 7 issue of *Cycle News West*, and frankly, I'm worried. I remember when *Cycle News Central* was moved to *CN West* and articles and pictures were run in abundance.

Well, if Central Pipeline gets any smaller, I won't be able to find it! Can this really represent the 10-15 central U.S. states?

R. TOMLINSON
Corsicana, TX

One of our New Year's resolutions (also our new editor's resolution) is to improve both quantity and quality of Central Pipeline coverage. You'll notice a note to freelancers in this week's Poop column. Sometime shortly after January 1, we'll make personal contract with former Central contributors and see what we can do to get them writing and snapping photos once again... Editor.

Tulare Cycle Park needs heraldry

The City of Tulare Parks and Recreation Department has recently completed construction of a twenty acre off-road cycle riding park. The facility, the only one of its kind in central California, will be utilized for a combination of motocross events and recreational riding.

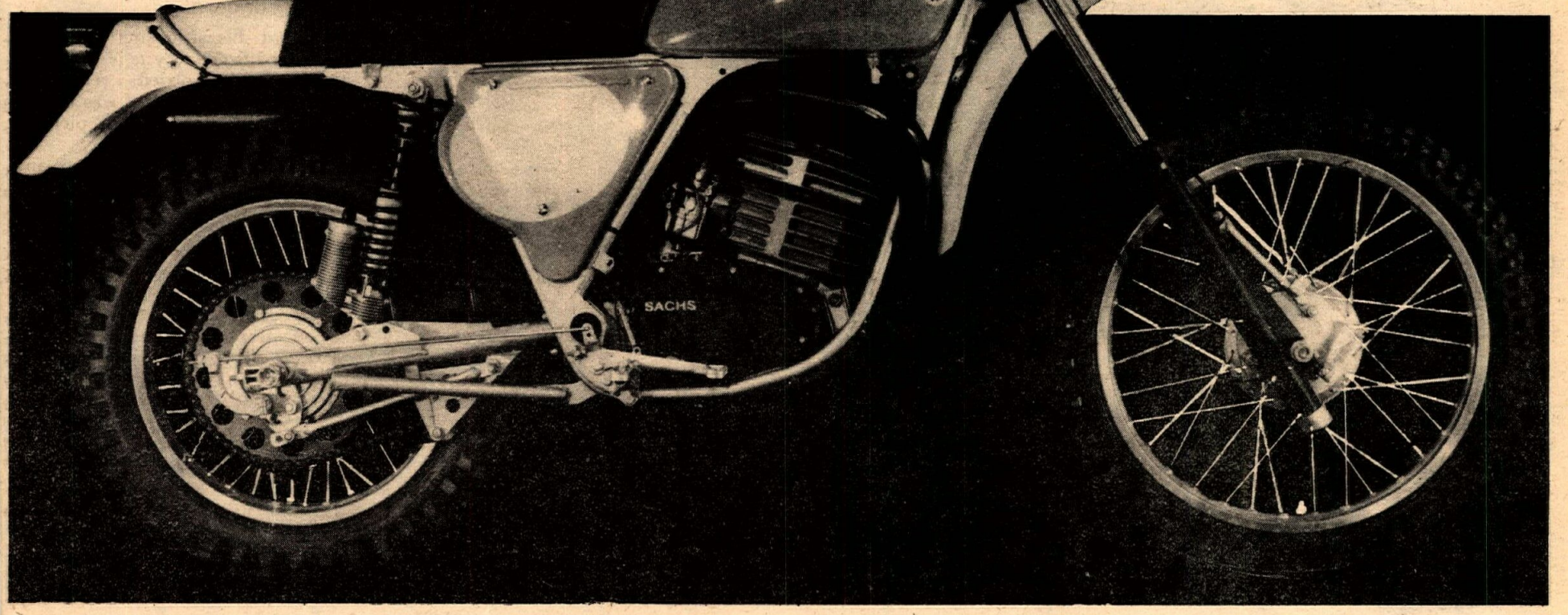
As an agency closely connected with this recreational pasttime, it would be most appreciated if available miscellaneous park accessories such as flags, banners, etc., could be forwarded to our Department: Parks and Recreation Department, City of Tulare, 411 E. Kern Ave., Tulare, CA 93274.

KEVIN J. BAKER
Recreation Superintendent

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

NOW YOU CAN OWN (IF YOU HURRY*) AN ISDT 7-SPEED LIMITED EDITION

To commemorate the medal winning performance at the 1977 ISDT, SACHS/Hercules is making a limited offer of special machines. This is your chance to own a true European ISDT Enduro bike.



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- ☐ Tapered roller bearings in swing arm pivot and steering head
- ☐ Marzocchi remote reservoir gas/oil rear shocks
- ☐ Ceriani leading axle long travel forks (125 forks are not leading axle)
- ☐ Die cast conical alloy hubs front and rear
- ☐ Akront shoulderless rims
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- ☐ Magura grips and levers
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"No [250 cc] Japanese street trail bike or pure Enduro can approach its overall performance." — Cycle, February, 1977

"(SACHS) Hercules has concentrated on building reliability into its machine instead of adding it on later." — Motorcyclist Magazine, January, 1978

"How often does a new bike employ the absolute best available components attached to a Rock of Gibraltar frame and swing arm, an excellent new engine, a 7-speed transmission and an operating range from 2 to 80 mph? Rarely. The (SACHS) Hercules is quality from end to end." — Cycle World, January, 1978

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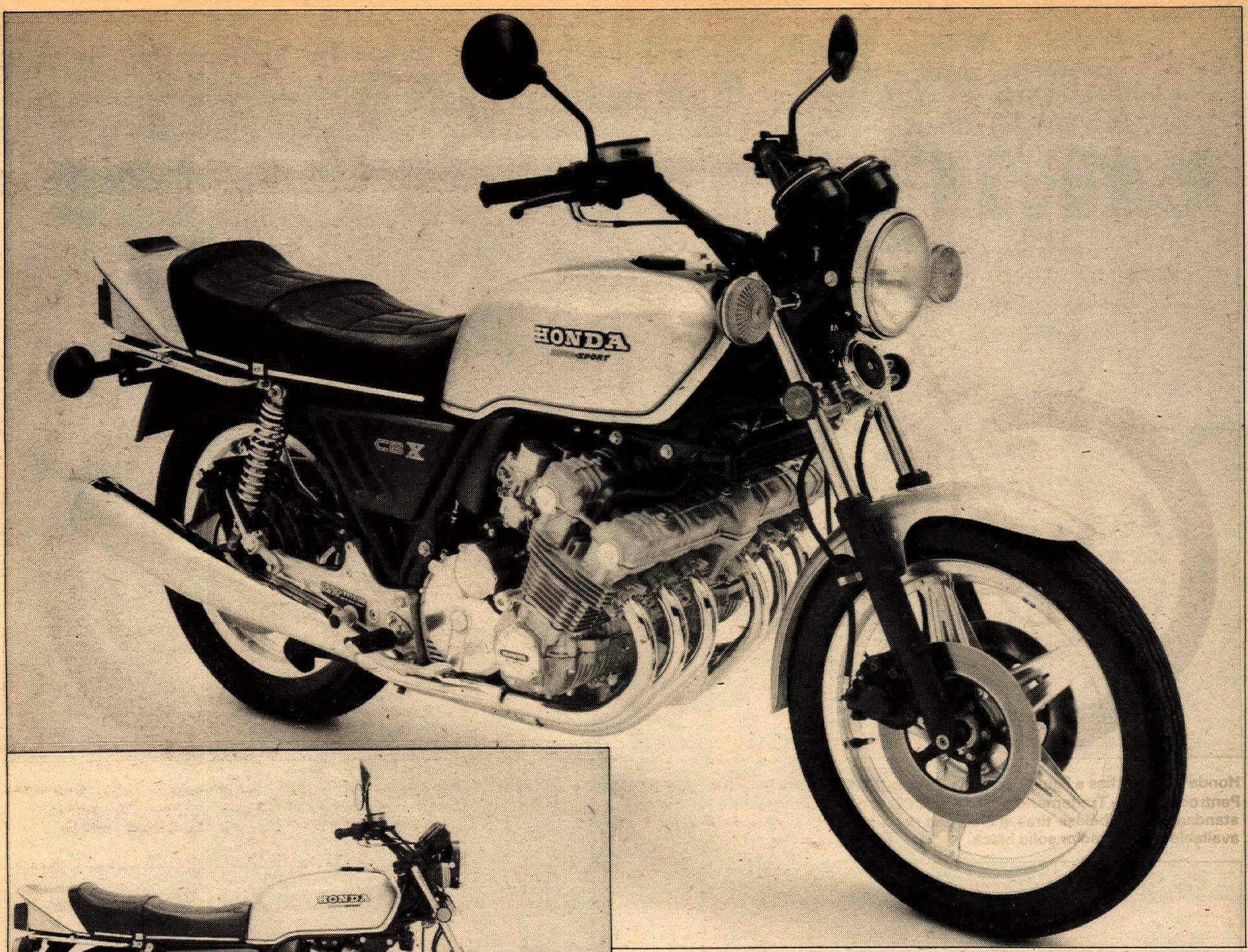
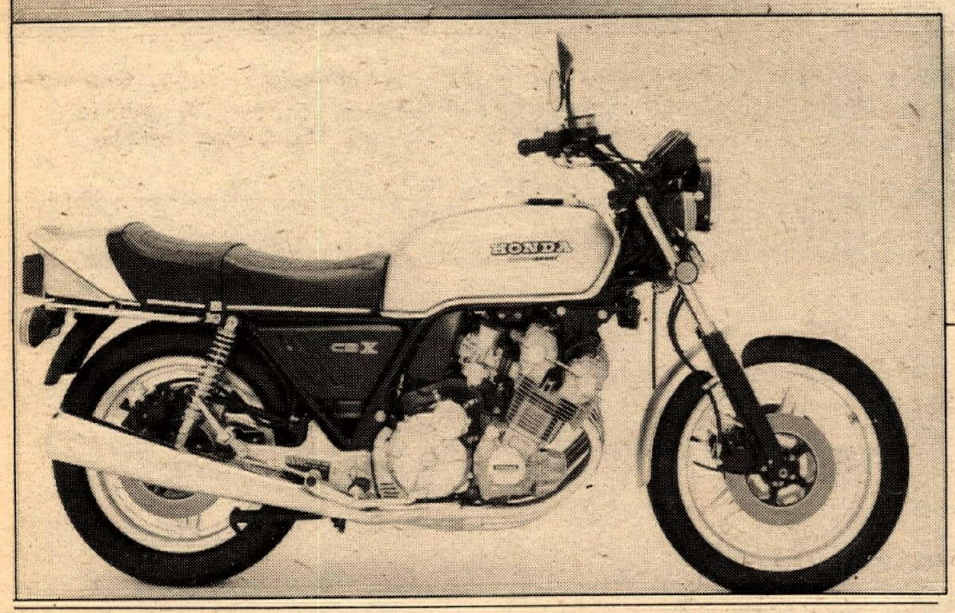


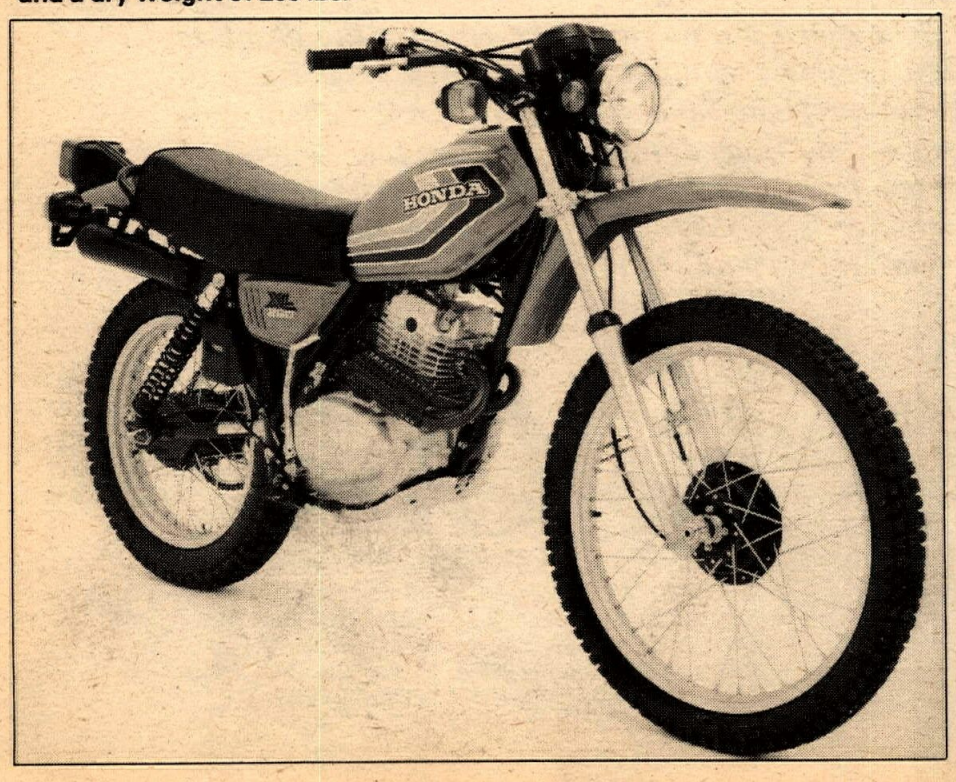
Billed by Honda as "the most spectacular Superbike," the CBX packs a 1,047cc, 103 horsepower, six-cylinder, DOHC, 24-valve engine into a diamond configuration frame. The total package has a dry weight of 549 pounds and rides on tubeless tires mounted on all-aluminum Honda Com-Star wheels. Dual disc brakes are standard up front as is the single disc brake in the rear. Other features include six 28mm Keihin carbs, CDI ignition, a six-into-two exhaust system, and a quartz-halogen headlight. Placing the ignition and AC generator behind the crankshaft, Honda has kept the engine's overall width about the same as the 750 Four.

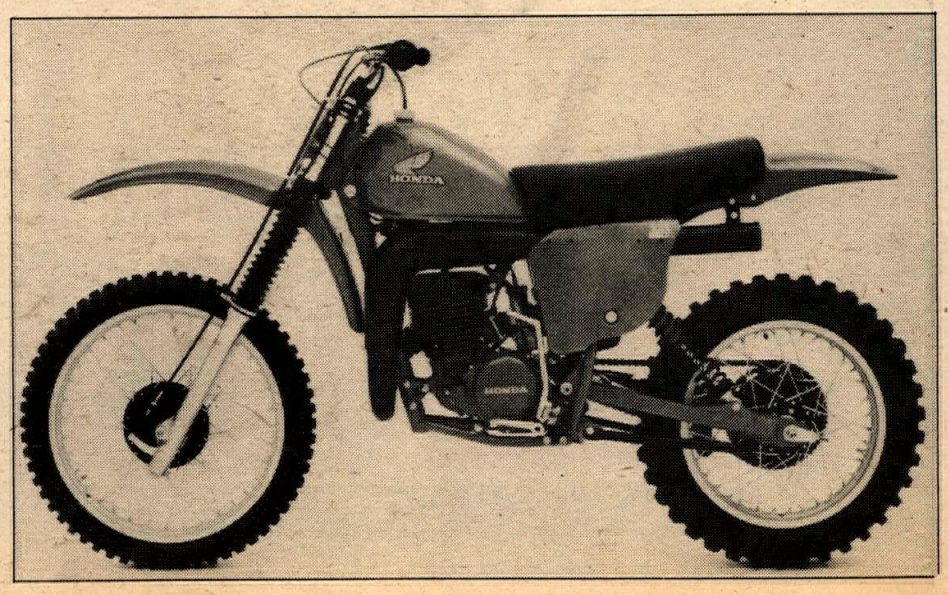


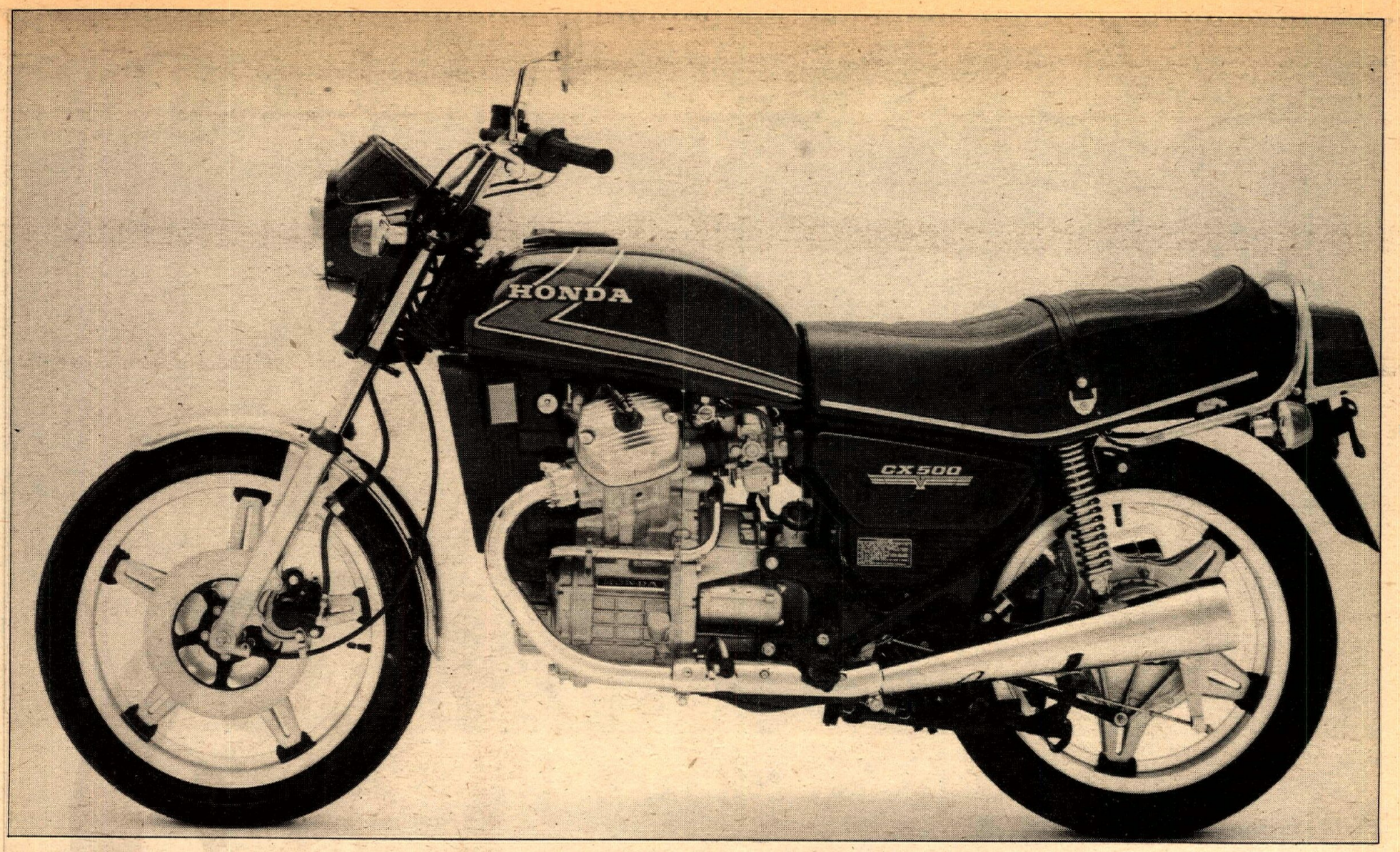
The XL-250S single-cylinder 248cc engine features twin exhaust pipes. Reasoning behind that is the smaller pipes allow for a quicker turn towards the rear providing room for a 23-inch wheel/tire up front. 7.9 inches of rear suspension travel via laydown gas-charged shocks, leading axle front forks, and a dry weight of 260 lbs.

Honda 1978

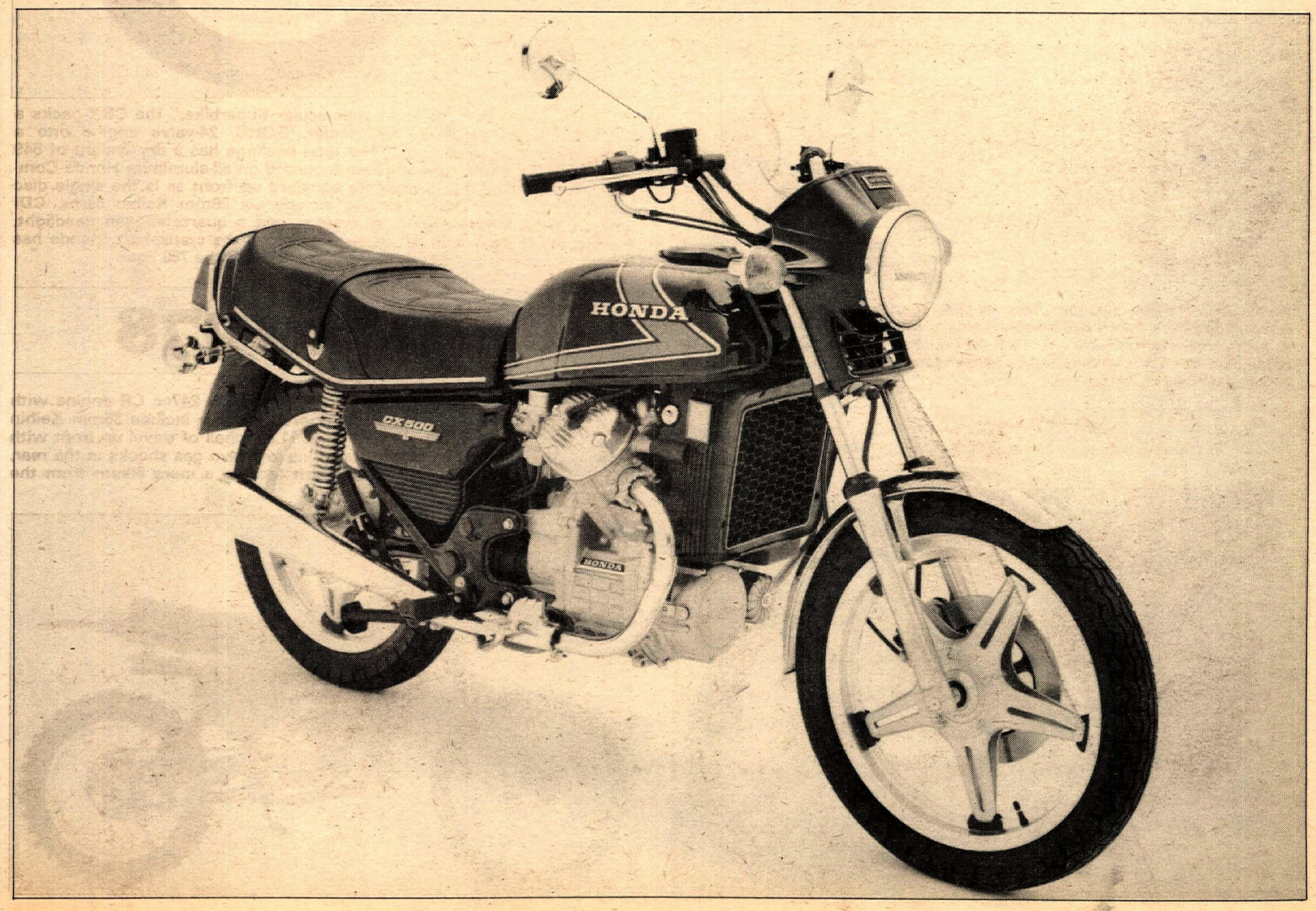
The 1978 CR-250R's chrome-moly frame houses a 247cc CR engine with reed-valve induction and a chromed bore. Features include 36mm Keihin carb, CDI, 36 horsepower at 7,500 rpm, 11.8 inches of travel up front with leading-axle forks, 11 inches of travel via laydown gas shocks in the rear, 216 lbs. dry weight, and a countershaft located a mere 80mm from the swing arm pivot.







Honda's CX500 has a liquid-cooled, ultra-short stroke (bore & stroke - 78mm x 52mm) 80 degree V-Twin engine with a 10:1 compression ratio, four-valve Pentroof (Honda Trademark) heads and CDI. The CX has shaft drive and a five-speed transmission and delivers 50 hp at 9,000 rpm. The CX comes standard with tubeless tires, a diamond-configuration frame, ComStar wheels and a disc brake in front. Dry weight is 441 pounds. The CX500 will be available in solid red or solid black.



DeCoster sweeps Motocross de las Americas

By Chuck Clayton

LIMA, PERU, DEC. 3-4

Roger DeCoster may not be a world champion this year, but he certainly holds the title for the new world. After nailing down the U.S. Trans-AMA motocross title, Roger hopped off one jet (Suzuki's) and onto Aeroperu's big skyliner to Lima where, on the hot, hard and dusty Manchay circuit, he blew away the champions of six Latin American nations. DeCoster rode Jeff Jennings' old RM250, which he referred to once as "Jennings' junk."

The five-time champion of the motocross world was supposed to be in Japan testing next year's grand prix works bikes, but he detoured to South America because, "I want to help the sport here. They have so little, and they try so hard."

Runnerup in the four 25-minute moto series was Peruvian National Champion Ivan Bulos, riding a Fox AirShoxed Maico with a Suzuki rod. Peruvian motocross equipment is a weird combination of the latest stuff available (smuggled, no doubt) and native ingenuity. Giacomo DeCol, a runnerup to Roger D in one moto, rides one of the newest trick Yamahas.

David Bailey, the only U.S. entry, did a good job coming in sixth overall after destroying three wheels on a Bultaco that he and papa Gary (The Professor) Bailey built in one day out of junk parts. David is not quite 16 years old, and he threatens to be some kind of MX champion in the future.

DeCoster led from gate to flag in all four motos. The battle for second place was led by a succession of skilled stylists — Bailey, DeCol, and of course, Bulos. The majority of visiting champions seemed intimidated by the rocky downhills, double jump, and whoop-de-doos. DeCoster and Bailey were the only ones who mastered the whoops. Little David was occasionally seen passing a competitor overhead until one of his trash wheels would snap and he would be forced to wobble around just to collect a finish.

For all its shortages of equipment and information, Latin America is developing some good motocrossers. Chile's Jorge Herrera worked up from bad starts to take third overall and Nigel Smith of Peru scored 13th overall even though he crashed out on the double jump and didn't finish the last moto.

Another Peruvian rider of note was Remo Boeck, who campaigned a 125ccRM Suzuki against the 250cc champions and beat a good many of them.

Peruvian kids had a special 125cc "Standard" class where they could win much-needed parts as prizes. Top prize, a DT100 Yamaha, was claimed by the one guy who didn't need it, Luis DeCol, who already owns the hottest Yamaha in Peru.

Eight-year-old Tommy Rios, a second-generation motorcycle racer from Lima, showed great style and spirit on his little 80cc Yamaha against the "big" boys. Then a couple of them body-checked the little tyke, and Tommy retired to his pre-pubescent fan club with a sprained thumb.

Be on the lookout for the Peruvians when they come to the U.S. for the CMC Series and Winter-AMAs. With a little bit better equipment, some of them could put you back a place. ●

Results

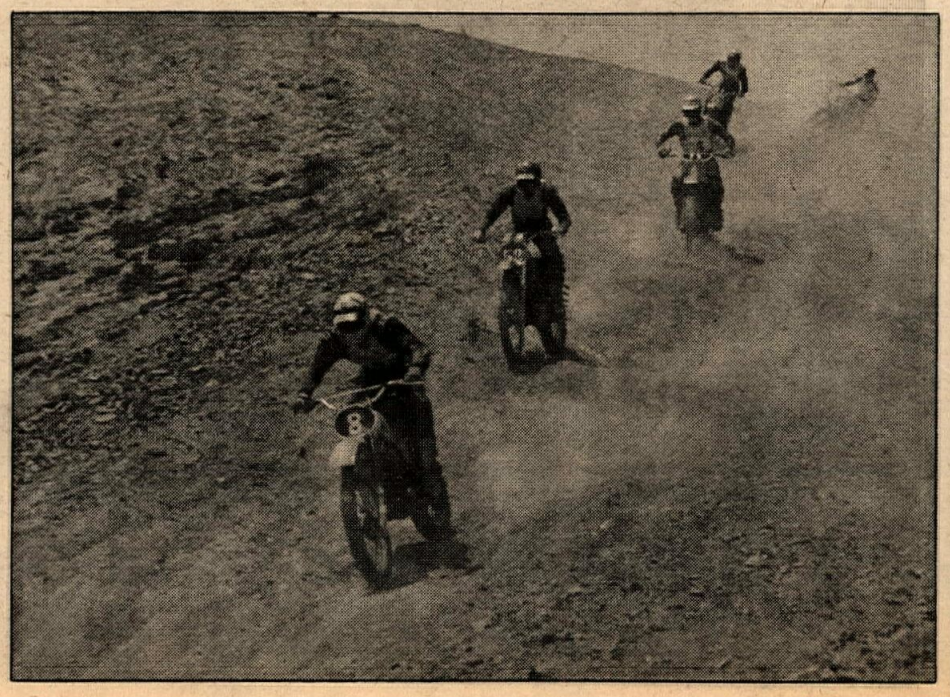
250cc MX DE LAS AMERICAS: 1. Roger DeCoster, Belgium (Suz) 2. Ivan Bulos, Peru (Mai) 3. Jorge Herrera, Chile (Suz) 4. Nivanor Bernardi, Brazil (Yam) 5. Giacomo DeCol, Peru (Yam) 6. David Bailey, USA (Bul) 7. Remo Boeck, Peru (Suz) 8. Rafael Belmont, Peru (Mai) 9. Tater Ledgard, Peru (Mai) 10. Fernando Macia, Venezuela (Yam) 11. Enrique Martinelli, Peru (Bul) 12. Claudio Pesce, Argentina (Yam).

125cc: 1. Luis DeCol (Yam) 2. Pedro Vasquez (Hon) 3. Jorge Torres (Yam).

(Top) Roger DeCoster makes good use of a berm while (insert) David Bailey shows what they use instead of grease rags in Peru. (Below) Airborne over the double jump.

PHOTOS BY CHARLES CLAYTON

On the rusty, dusty downhill of the Manchay course.



Suzuki star, Tony DiStefano, has distinguished himself with his consistant winning performances in both National and International motocross competition. This, along with his individual dedication to sportsmanship and the promotion of motorcycling in America have earned him the honor:

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Congratulations Tony!

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PHOTOS BY DALE BROWN

Marland Whaley was second, two points behind Schreiber.

(Above) Winner Bernie Schreiber looked so smooth sometimes you'd swear he was riding on air. (Below) Greg Lersch heads up section 10.

Schreiber numero uno at ATA Trial de Espana

By Dale Brown

ORANGE, CA, DEC. 11

Bultaco's Bernie Schreiber won the American Trials Association (ATA) Trial de Espana at Saddleback Park, edging current ATA and U.S. champion Marland Whaley by two points.

ATA held the Trial de Espana to raise money to send its top two riders to the Scottish Six-Days Trial. Money from last year's event helped Schreiber and Whaley go to the Scottish this year, where they placed 11th and 13th respectively, the highest American finishes ever.

For Experts, the trial consisted of two parts. The first part was the regular trial, riding along with everybody else. The second part was an exhibition, riding five extremely difficult sections four times.

The morning trial was held on a loop that nearly circled the park. Section two was the first Expert trap, featuring a nearly vertical downhill entrance and a steep, slippery, off-camber uphill turn before the exit.

The rest of the loop featured rock and gully sections. Section ten was among the most impressive physically: A steep, narrow rock gully with a big rock step and tight right uphill turn just before the exit. Schreiber and Whaley both cleaned it. Section 20 took away points from almost everybody. Set in a washed-out bank in the middle of the parking lot, the first turn was laid across a washout. Everyone took a deliberate dab to get the bike across. A tight turn through another washout often took more points; there wasn't enough room to manuever.

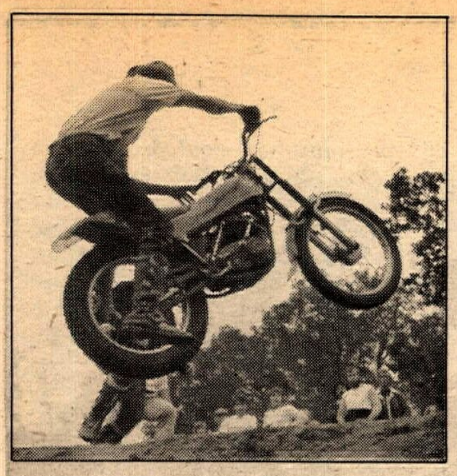
The afternoon exhibition sections were awesome to see. Section one was straight downhill for 50 feet, then a sharp left and a traverse up and across another hill. Trap two wound up and around the side of a steep hill. Three had a washout crossing that took points from everybody, then an awkward off-camber and a spectacular exit up a 10-foot vertical bank.

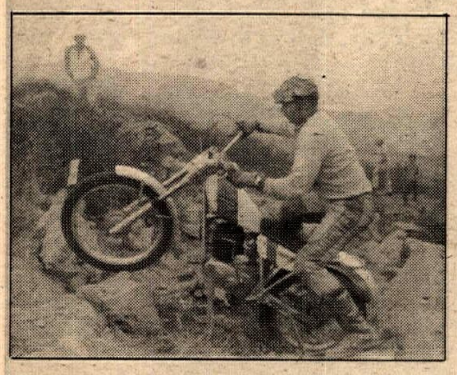
After the first loop of the morning trial, Whaley led Honda teammate Mark Eggar and Schreiber, 15 points to 18 and 20, respectively. Whaley and Schreiber both turned in 10-point performances the next time, while Eggar, who eventually finished third, had 12. Whaley lost seven points on the final loop, three better than Schreiber, for an eight-point lead going into the exhibition.

The exhibition was nearly even until just before the end, where Whaley scored a couple of fives. When the results were tabulated, Schreiber had 10 less points on the exhibition (27) and won the Expert class by two, 67-69.

Eggar was third with a 107 total. Curt Comer (Kaw) came all the way from Tennessee and finished fourth at 121 points. (Other out-of-state riders included Bill Burgener and Morgan Kavenaugh from Colorado, who finished seventh and ninth, respectively.) Greg Byers, riding his second event as an ATA Expert, finished fifth at 125 points.

Michael Allen won the Amateur class by three points over Dave Moon. And in a high-scoring Novice class,





(Top) Losing control in exhibition section three. (Bottom) Dave Evans (Debbie's dad) exchanged route charts for dabs.

Ted Feland beat Mark Bernbaum, three dabs to five.

Honda trials team manager Bob Nickelson took the Senior "A" class over Bob Grove and Al Roper. Art Webster was the victor in the Senior "B" class, topping Gordon LaDuke.

Charlie Rowlett won the Beginner class. Second was decided in J.D. Morris' favor by virtue of one clean, after he had tied with Bob Watson at five points.

Michael Lauxen only lost one point on his way to winning the Kids "B" class. Robert Norton was second with two dabs. Evelyn Pickering was the lone entrant in the Women's class.

Len Weed, from *Dirt Bike* magazine, won the Press/Industry class. Husky's Bill Kniegge was second.

Herman Pahls and Al Dutlaime, the only entrants in the enduro bike class, tied at 30 points. Pahls won it on cleans.

After the trial the awards presentation and a raffle drawing were held. There was one drawing for either a new 250 Bultaco or $1,200. T. Arnold of LaCresenta won it. In a separate drawing for ATA checkers, Cortez Hunter of Mar Vista won a Yamaha TY250.

The '77 El Trial de Espana seemed a success for the ATA. There were over 200 entries, plus lots of spectators.

At present, plans still call for sending the top two ATA riders (Whaley and Eggar) to Scotland, although there is some discussion about sending three or four riders on the U.S. national circuit instead, according to Swen Thordarson, ATA Vice President.

Swen's son, Oli Thordarson, won the Jim Wilson Youth Award for the second year in a row. •

Results

EXPERT: Bernie Schreiber (67) Bul, Marland Whaley (69) Hon, Mark Eggar (107) Hon, Curt Comer (121) Kaw.

AMATEUR: Michael Allen 45, Dave Moon 48, Rick Bieniak 51.

NOVICE: Ted Feland 3, Mark Bernbaum 5, Bruce Davis 6.

SENIOR "A": Bob Nickelson 14, Bob Grove 28, Al Roper 34.

SENIOR "B": Art Webster 5, Gordon LaDuke 8, Manfred Lauxen 11.

BEGINNER: Charlie Rowlett 3, J.D. Morris 5, 16 cleans, Bob Watson 5, 15 cleans.

KIDS "B": Michael Lauxen 1, Robert Norton 2, Darryll Stone 3.

WOMEN: Evelyn Pickering 35.

PRESS/INDUSTRY: Len Weed 7, Bill Kniegge 10, Tim Hickox 14.

ENDURO: Herman Pahls 30, 11 cleans, Al Dutlaime 30, 8 cleans.

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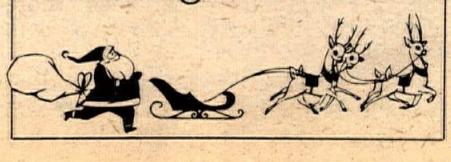

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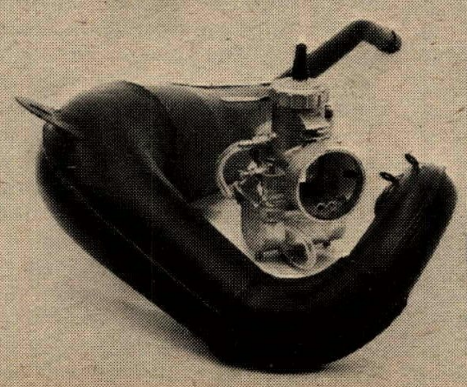

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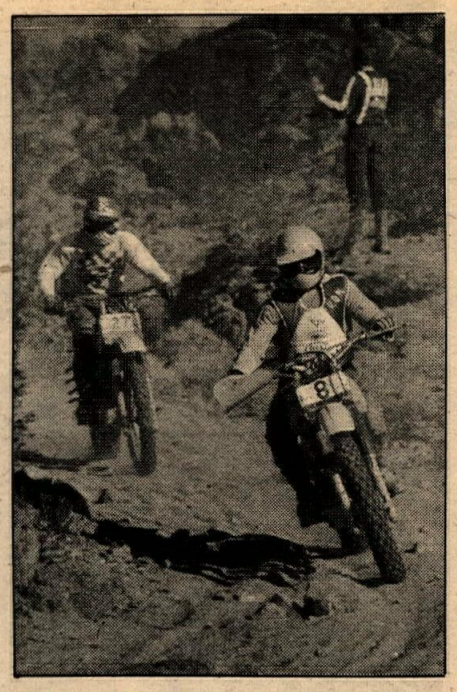
PHOTOS BY GARY LAUDIG

Gary Charters first "C" Expert — The first two numbers on his plate are his age.



Ron Bebo being chased by a Greaves — Tony, not the motorcycle.

Roeseler wins Desert Donkeys D-37 finale

By Gary Laudig

STODDARD WELLS, CA, DEC. 11

Whether it was nostalgia, guilt, greed, or the last chance to be with their club-members this year, the largest start line of the year assembled to take on the Desert Donkeys Hare Scrambles. The bomb was lit, a B-33 BSA motorcycle, and the race was on.

As the dust trails neared the wash past the bomb, new Heavyweight number one Larry Roeseler richocheted up the whoop-strewn canyon followed by Steve Eckardt, then a resident of Ridgecrest, Kem Park on an OR Husky like Larry's. The wash wormed its way up the canyon emptying out into the flat section used in lots of car races.

Tom "Roadrunner" Schell, at fourth overall was the first 250 into this section with Bruce Ogilvie, Brad Henson and "Hawkeye" Charters right behind. The racers made the trek through the nasty section then started down into the valley and the sandwash. Bob Gilbert was just ahead of Bob Rutten, P7, Ed Whiteside but back in the dust was Bill Tarling, moving closer to the front as the course headed towards the freeway and Harvey's Restaurant. Dan Thordarson, John Watkins, Jr., P26, Dave Rogaczewski and Dick Evans raced up the canyon toward the microwave tower.

Past the tower the course shot down a narrow canyon then across the valley on a cobby road. Trying to get by L.R. Watkins were Scott Child, Larry Galliker, Tony Greaves and Rod Busse. Crossing the basin, jumping into the wash and back out again, the course headed towards the mountains.

Entering the range through a sandwash that got narrower and tighter, Jim Payton, Jr., and Mike Powers exited the wash for a short distance crossing some flat small rock sections then back in the wash again.

Roeseler crested the rise then started down into the last section of wash before check two. Kem Park was running second, Brad Henson third. Jim Owens who was just going to putt with Dennis Rosenberg, got a good start, got stoked and wound up at check two 10th overall. The check gave the racers a big view of camp as the course crossed Stoddard Wells Road less than a mile from home check. The ribbon led the racers back into the hills through a wash exactly like the one they just left. Trudy Beck, Dave Woolmore, Karl Miller, Dick Steffan, Duane Bergman and Keith Soesbe crossed the road and disappeared up the canyon.

By this time the leaders had cleared the mountains, the WFO section that ran about two miles, successfully jumped the five-foot bank into the wide sandwash and were busy contending with the sometimes deep roller sections that seemed to crop up just when they had the bikes wound out. The hot setup was the far left side.

Just past the small community, the home of the "Slash X" bar, the racers picked up some more of the car course. The texture resembled a cupped out car tire. Two guys making up lost time were John "Team Port" Prater and Terry Davis. Ogilvie, running with two flats got off in the wash and decided to call it quits. You can bet that if the points were close, he would have finished regardless.

The course headed into the Stoddard Ridge Mountains, big bleak and rugged. Winding up a semi-rocky wash, the trail came to a rocky uphill, the kind that are simple without other riders. Nate Sciaqua moved up behind Jim Owens, "Roadrunner" Schell had to remove his body from some cactus, setting him back to eighth.

Roeseler, the new second place, Henson and Park mounted the uphill with ease then it was up and down fun stuff with a few rock crossings to keep the 'shoes alert. When Mike Lewellyn reached this area, he was first "C" bike Amateur with Mike Butler and James Vincent on his fender. The next guy was Harold King first Senior, first Open and first Amateur all at the same time.

Coming up the wide, nasty uphill, the racers got another view of camp. "Downhill" Alexander of "Team Port" thought he was heading for the pits. Gassin it down the hill he intercepted a slow rock, crashed and, once underway, got check four, not gas. Rich Schumaker, Monte Lee and Ray Alexander followed Warren Goodman back into Stoddard Ridge through some more up and down fun stuff.

At the apex of the trail, check five was waiting for those who chose to follow ribbon instead of dust. Roeseler and the gang had cleared the second road crossing by the deserted block house and cleared the rough section to pit row. When Pat Cain's gas cap was screwed on, Roeseler, Henson and Hallman were heading down the wash towards Harvey's Cafe. Eckardt, Lockhart and Bob Young were the next guys to leave the pits; head Buzzard Jack Froelich had fellow Buzzard Ernie Mnoian right behind him throughout the race. Trudy Beck had a 20-bike lead on Dawn Grant but not the lead in the points category, Lynnette Zuber was running a tired third.

The second loop took its toll on bikes, tires and bodies. Darren Kelsey couldn't close the gap on Lockhart, Trail Amateur Mark Davidson, Doug Martin and Steve Webb were in the same boat. Rutten blew a tire, came back to the pits and changed it. Max Eddy did the same but all his spokes were loose. Another rider punched a hole in his case. He took out his chewing gum, stuffed it in the hole and finished well.

Off in the distance a *fast* streak of dust could be seen then the checkered flag fell for the last time this year on Larry Roeseler and his black tank Husky. Brad Henson, very happy at that cruised in for second overall, the best overall finish this year for a 175cc bike. Kem Park, with another black tank Husky, took third.

Novice/Beginner race

A Novice rode up to my motorhome and said he liked the Maywood story, but I spelled his name wrong: F-e-l-k-e-r. He said "I thought I'd tell ya cause I'm going to be first again." I'm glad my wife copied the name right because the first bike and rider to the bomb was Bruce F-e-l-k-e-r followed by Eric McCracken, pie plater A15, first 250 Larry Beatty, Bob Miller and Brian Charters.

Surviving the nasty car section, the racers headed for the wash. Wayne Poore and Chris Nelson were next, then a guy who partied all week in New Orleans and got to the Dez at 11:00 last night, Lou Ortali. Heading down the wash behind Charlie Watters was Trailbike Novice Pat Farris, Ed Walters, Jim Rother and Don Boese. Heading for the microwave tower, the big bikes had the advantage. Doug Johns pulled out a fair lead on the first C biker rider Craig Baker.

Diving down the canyon by the tower, first Beginner Jim Short, a real aggressive dude, was working on getting by Leo Zamacona and Bob Cronkite. The next Beginners were 12 positions back: Dan Ashcraft and Matt Bishop. Heading back towards the mountains Jeff Moller, Cliff Thomas, Lars Bergman and Kenny Guyett, all Trailbikers were doing their best passing in the fast stuff. Mike Clark had Lee Midgley right on his knobby all the way up the wash before check two. Lee normally doesn't race desert but his second place last week got him pumped.

Crossing the road and heading back into the mountains, Terry Shulze, Jan Morrison, Rick Martin were being pursued by Mike Alderson down the wash to the WFO flatlands and plenty of room for those brave of heart and large on counter-shaft sprocket. Diving into the wide rolling sandwash, Larry Kunkel, Martin Pollard, Dave Olen and fast moving Dave Eccles cleared the embankment, turned right and blasted up the wide rolling sandwash.

Ron Blake was moving up in the Beginner ranks, two pie platers Alex Whitaker and Ron Kupke were

Lockheed Engineers ride bikes too, Cliff Ograin first open Sr. Beg.

pushing him all the way. Jim Short was next then another pie plater, Tom Craig. There were more than 30 pie platers in the Beginner class alone: you clubs better start recruiting.

McCracken had taken the lead before check two but couldn't open up any sizeable lead on Bruce Felker. Bill Mossman and Brian Charters were moving up to the front fast; Don Boese and Marty Pollard were doing the same. Out of the big wash and onto the cupped out road, the racers crossed under the big power lines, the brave ones got it on and headed for the Stoddard Mountains.

Cliff Ograin approached the rocky uphill just in time to find seven riders stuck there. Boondockin' through the watermelon boulders to the left of the trail, the Honda thumper was on its way with Cliff running first in class. Dan Drew and Tim Eckart had a race going as they rounded the mountain and headed for check four. Trace Willis moved up on C biker Brian Burski, Mike Havens was glad 250 rider Dennis Lovell was in front of Duane Summers because Summers, Havens and Willis are all trailbikers.

Heading for check five, Mark Day had Dennis Smith and Matt Bishop in his dust. Emmon Brown and Gene Monpar were next. McCracken, Felker, Mossman and Charters almost centerpunched the home check banners. Drew did. As the racers pitted and headed out on loop two, they were already wishing it was over.

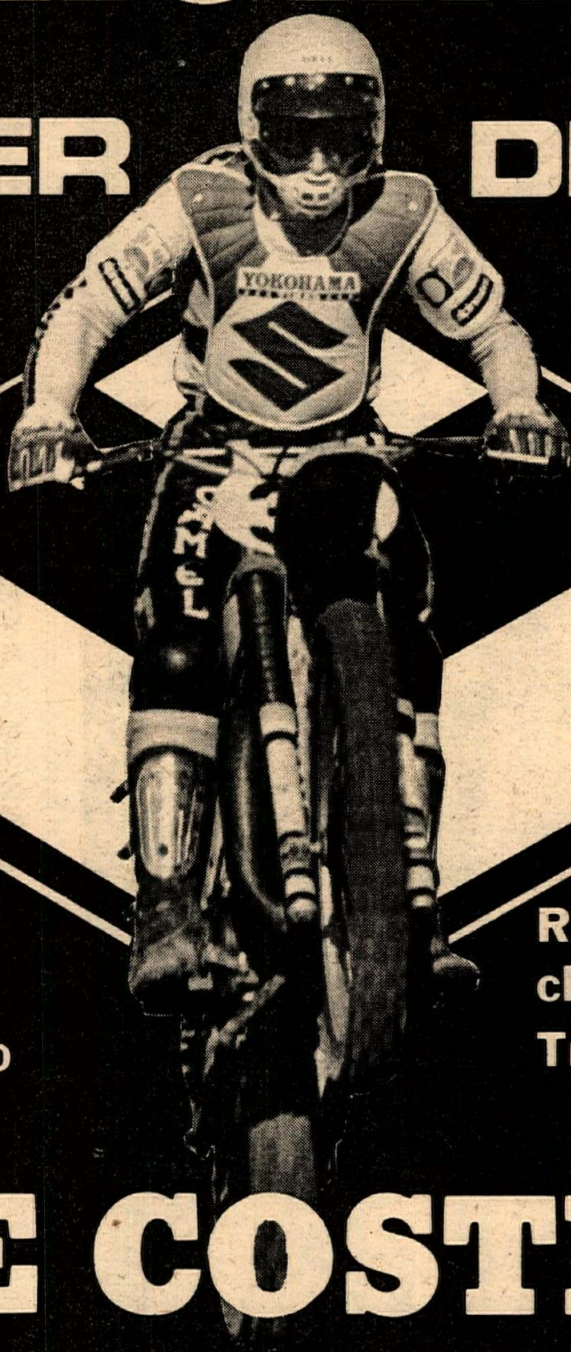
Roeseler stated at the finish that this was the tiredest his arms had been all year. Soon a white plate shot down pit row and Ron Blake chalked up the overall Beginner win. Rich Parcells was the first District 250, Brian Burski, first C, Jeff Moller first trail, Cliff Ograin first Senior, and Mike Faris first Senior Trail. When the racers entered the wide wash past check two, Brian Charters had his "Macho Maico" at fourth overall, first 250, his "tailmate" Don Boese was third Open.

When they reached the rocky uphill, Marty Pollard was running second 250, Tim Eckart third. Dan Drew was sandwiched between Pollard and Eckart. Taking off from check four through the neat deserty canyons, Pat Kratoval and Lee Midgley were fighting over the fifth 250 spot, Jack Morin and Adrian Ahero were just ahead doing the same thing. It was in this area Felker unloaded and watched a heartbreak race slip away.

(Continued on page 21)

YOKOHAMA

SUPER DIGGER



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(Above) "Was that a girl I saw on that last big rock?" (Below) Santa Claus made an appearance at his namesake enduro, TT500-mounted for the occasion.

PHOTOS BY LARRY LANGLEY

Orrick takes CRC number one at Santa Claus enduro

By Enduro Claus

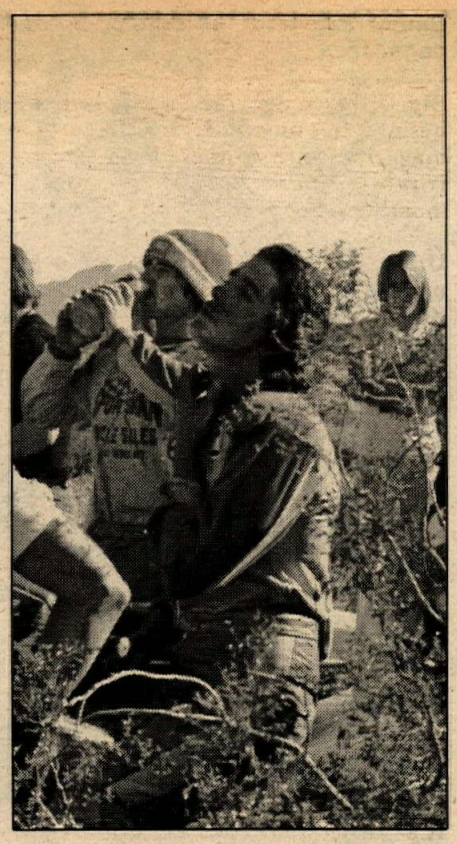
ANDERSON DRY LAKE, CA, DEC. 11

Twas the week before Christmas and not a creature was stirring except for 800 Santa Claus Enduro riders, Jerry McNeal and a whole bunch of check elves ready to put their little mark on the timecards. Santa put in a surprise visit at the finish and handed out candy to go with very nice 100% finisher trophies to all. Santa arrived on a TT-500 with the explanation that the reindeer were being rested for an upcoming mission.

The Santa Claus Enduro is traditionally California Racing Club's easiest enduro of the year, but with the number one place up for grabs in all divisions, CRC threw in a fast section on the second loop to separate the scores.

The first loop was easy but dusty which unfortunately the case these days until winter rains and snow hit. All contenders for the big One zeroed the first loop including mini number one and two, Chris Gables (Yam) and T.D. Swets (Suz). One of these two will end up number one mini for the year when the final points are tabulated. The Women's Division went right down to the wire when Terri Rubidoux (Suz) and Sharon Willoughby (Yam) both zeroed the tiebreaker. Sharon felt Terri would end up the number one Woman by 30 points or so, again unofficial until the tabulations.

The big guys had the second loop to contend with and it was fairly easy except for the fast section. A 36 mph average with a check-in to make sure no one gambled had most riders at least two minutes late, except one. Honda-



mounted Harry Keast lost only one point, which had the other riders shaking their heads in admiration. Harry is eligible for District 37 Senior class even though he has been riding the 250cc class. Hang in there over-40 guys! Harry is living proof that you can be competitive for many years. The story for the Numero Uno was Sam Orrick (Suz), two minutes late. Sam just missed being three minutes late at the tiebreaker as he was 57 seconds late into his second minute. That three seconds was the difference as his competition in the form of TT-500-mounted Larry Woodruff was just a few seconds slower and dropped three points. It looks like Sam will carry the Number One plate next year with Woodruff second. It's been nip and tuck between the two for the last three or four enduros.

CRC is looking to put together a better check crew organization next year to alleviate the problems they ran into this year. Interested parties are urged to contact Jerry McNeal at CRC.

Results

1. Harry Keast 250 A + 35, 2. John Shulz 250 A + 35, Tom Dumon Open A, 4. Harold Holsted Open A + 35, 5. Sam Orrick Open A + 35, 6. Rick Elkins Open A, 7. Dave Rogers Open C, 8. Ed Oxford Open B.

ONE LOOPERS: 1. Terri Rubideaux A/W, 2. Sharon Willoughby A/W, 3. Eric Graf C-16 200, 4. Joey Russo C-16 100, 5. Michelle Keast A/W, 6. Tim Chapman C-16 200, 7. Tom Turner C-16 100, 8. Chris Gables A Mini.

Harden hustles at Nevada Championship H & H

By Skip Johnson

LAS VEGAS, NV, DEC. 11

Returning to his home ground, recent Baja 1000 overall winner Scot Harden, aboard his Husqvarna 390, garnered the overall laurels in the hotly contested Nevada State Championship Hare 'n Hound put on by the Silver City Scramblers.

The action started at the drop of the banner in this year's Motorcycle Racing Association of Nevada (MRAN) finale, as pre race favorite Leroy Kyger (400 Yamaha) exploded into an early, unfortunately short lived lead, as he also "exploded" his rear tire and retired before reaching the BLM-imposed flashing red light, in lieu of the familiar smokebomb.

The first to the "flashin" was Harden, literally getting his rear knobbies rubbed off by "Jumpin" Jack Johnson's front tire! Wow! Half mile action in the desert!

PHOTOS BY SKIP JOHNSON

(Left) Nevada winner Scot Harden (drinking) and runner-up Jack Johnson at the finish. (Above) Fifth overall Jeff Nickells.

Their battle's blazing intensity quickly put plenty of distance between them and the rest of the racers. Harden slimly led Johnson to the first road crossing (approximately 30 miles into the race) and held the lead into the pits where, now get this, Johnson informed Harden he had a rear flat, offered his spare tire to Harden, chatted with him until he was ready to go, and then the race was on again!

This time Johnson held the narrow lead on the final loop until apparent shoulder pain caused him to ease his pace slightly. Slightly was all Harden needed. He motored by a few miles from the finish with Johnson less than 30 seconds behind.

The hare 'n hound was not the only race going on as this year's hectic bidding for the 250cc number one plate climaxed as current number one rider Mike Maze, on a brand new Husqvarna 250 blasted his way to third overall, first 250 after a heavy, frame-bending endo near the finish.

All apparent and not so apparent injuries were treated by Southern Nevada First Aid and Rescue squad, Nevada's answer to Rescue 3.

As the saying goes, winning the battle doesn't always win the war. Maze relinquished his number one plate to second-place 250 finisher Fred Hansen Jr. (Yam), and third-place finisher Marc Knudsen (250 KTM) will have to settle for number two next year.

Other class action saw Danny Winebarger (Yam) smoke the 125cc Experts followed by next year's number one 125cc rider Kevin Davis (KTM).

The overall Amateur winner was the very capable Benny Ramos (250 Yam). He was able to snatch the lead from Manny Iverson (370 Suz) just miles from the checkered.

The majority of Nevada's Novices have some excuses to make after they were blitzed by the youngest riders in the event (13 years old!) Greg Price (100 Yam) took the overall Novice win, making him an Amateur for 1978. He was closely followed by Daryl Folks (125 Suz), first 125cc Novice. Folks' father Casey Folks (250 Expert), Las Vegas 400 promoter, was supposedly overheard telling his son that he "let him" beat him and he should have more respect for his elders!

Most of the riders rated this one as a typical Scrambler super event and an enjoyable finish to this year's racing. ●

Results

OPEN EXPERT: Scott Harden (Hus), Jack Johnson (Hus), Cotton Guio (Hus).

250 EXPERT: Mike Maze (Hus), Fred Hansen Jr. (Yam), Marc Knudsen (KTM).

125 EXPERT: Danny Winebarger (Yam), Kevin Davis (KTM), Ron Ellenberg (Yam).

OPEN AMATEUR: Manny Iverson (Suz), Gary Lindloff (Hus), Ron Timmons (Hus).

250 AMATEUR: Benny Ramos (Yam).

OVER 38: Ken Guio (Hus), Ron Loomis (Hus).

OPEN NOVICE: John Ogren (KTM).

250 NOVICE: Reg Wallace, John Austin.

125 NOVICE: Daryl Folks (Suz).

100 NOVICE: Greg Price (Yam).

THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Can-Am announced the signing of Rich Eierstedt, 23, of Tustin, CA to campaign the new TA 250 in AMA Stadium, Trans-AMA, and 250 Championship motocross during 1978. Mike Stark of Milwaukee, WI will wrench for Rich. Skip Olson and Kevin Snapp of Grantsburg, WI will again campaign Can-Ams on the U.S. Enduro circuit and ISDT qualifiers. Bob Barker is the Can-Am competition manager.

Saddleback Park in Irvine, CA is once again open for daily trail riding. They solved their insurance problem.

Steve Wise has signed with American Honda to ride the 125 National MX and 250cc Supercross series, according to reporter Nick Castillo. McAllen Motorcycle Club is proud of fellow-member Steve.

Planning your vacation around the San Jose mile? Or the United States round of the 500cc World Championship motocross series? Then check out the AMA Professional racing schedule — Camel Pro and motocross — on page. 47.

Big Bike magazine went out of business this month. Other Hi-Torque magazines are rumored to be in trouble; none of them moto-monthlies, however.

U.S. Suzuki Motor Corp. announced a re-organization. Mr. K. Shimizu, president of U.S. Suzuki, said that the firm will be structured in three divisions: Operations, Marketing and Technical. Richard R. Orth will head the Operations division, Gene Trobaugh will be Director of Marketing and Mr. T. Miyashita will be in charge of the Technical Division.

50cc World Champion road racer Angel Nieto broke several ribs and suffered a concussion in a high speed get-off in a road race in Spain on November 13. Nieto, riding a 750 Yamaha, reportedly ran out of brakes at the end of a straightaway.

It's official - Hakan Andersson signed Husqvarna on November 11. Hakan will contest the 500cc motocross Grand Prix.

Yamaha appears to be nearly ready to answer Honda in the 125cc road racing department. A single cylinder two-stroke 125 was raced on a one-race contract by Singapore's Gerry Looi in the recent Macau Grand Prix. The pair finished ninth in a "run what ya brung" affair, topped only by 750 and 350 machines. England's Chas Mortimer described it as being "...as fast as a standard TZ250 - fantastic."

Plans were formulated at an FIM meeting in Brussels, Belgium on November 27 for sweeping changes to the present road racing World Championships in 1980. A proposal to reduce the classes from six to three was made as was a proposal to lump the F750, TT and Coupe de Endurance classes into one.

Motorcycle Industry Council has a number of free booklets about how to control motorcycle noise. For example: "Enduro Noise Control Program" and "Racetrack Noise Control Program." Write for them to MIC, 4100 Birch St. Suite 101, Newport Beach, CA 92660 or call (714)752-7833.

1978 Sponsorship of AMA motocross by Mr. PiBB

ATLANTA, GA, DEC. 12

Expanded sponsorship by bottlers of Mr. PiBB of AMA Motocross was announced Dec. 12 at the international headquarters of The Coca-Cola Company in Atlanta, GA. "After our successful test market sponsorship of the 500cc series in 1977," said Ben Hudson, brand manager for Mr. PiBB at Coca-Cola USA, "we are proud to announce our 1978 sponsorship of the Mr. PiBB/AMA Motocross National Championship Series'." The series will include championship competition in the 125cc, 250cc and 500cc classes. A $10,000 riders point fund has been established for each series.

Television advertising for Mr. PiBB will also include a commercial featuring dirt bike action.

KTM America formed; Penton ceases motorcycle distribution

LORAIN, OH, DEC. 12

Penton Imports announced today that effective January 1, 1978, the sales, service, and promotion of Penton Sportcycles will be the responsibility of a newly formed company, KTM America, Inc.

According to a letter mailed today to the Penton dealer network, the formation of KTM America, Inc. evolved through the mutual agreement of John Penton, president of Penton Imports, and Erick Trunkenpoltz, president of KTM Austria. John Penton said, "The formation was necessary to insure the future of Penton/KTM. Increased capitalization was needed for effective representation. In past years Penton Imports provided 100% of the capital required; in today's market this is simply not enough. With KTM of Austria's support, the Penton/KTM cycle will continue to improve and retain its place as one of the leaders in off-road cycling."

It was also announced that Jack Lehto had been appointed general manager of KTM America and that many of the Penton staff will form the nucleus of KTM America.

Penton Imports general manager Larry Maiers will serve as general manager of Hi-Point. ●

Our "factory team" stands behind a bunch of hot numbers.

Why is Electro fast becoming the "Helmet of Champions"? Because a rider who's comfortable has an edge over a rider who isn't.

We keep that in mind at Electro. Not only are Electro helmets light, but they're designed to put more of the weight close to your head for a lower "moment of inertia". Which means you can ride longer without a sore neck.

And because fit is so important, our helmets come in individual hat sizes—we figure S, M, and L just doesn't cover everyone.

So when it's time for a better helmet, it's time to see your Electro dealer for a fitting. He's waiting to introduce you to our hot numbers.

Marty Smith, Tommy Croft (Honda)
Pierre Karsmakers, Broc Glover (Yamaha)
Marty Moates, Greg Robertson (Ossa)
Wayne Boyer (Bultaco)
Kent Howerton, Dick Burleson (Husqvarna)

electro
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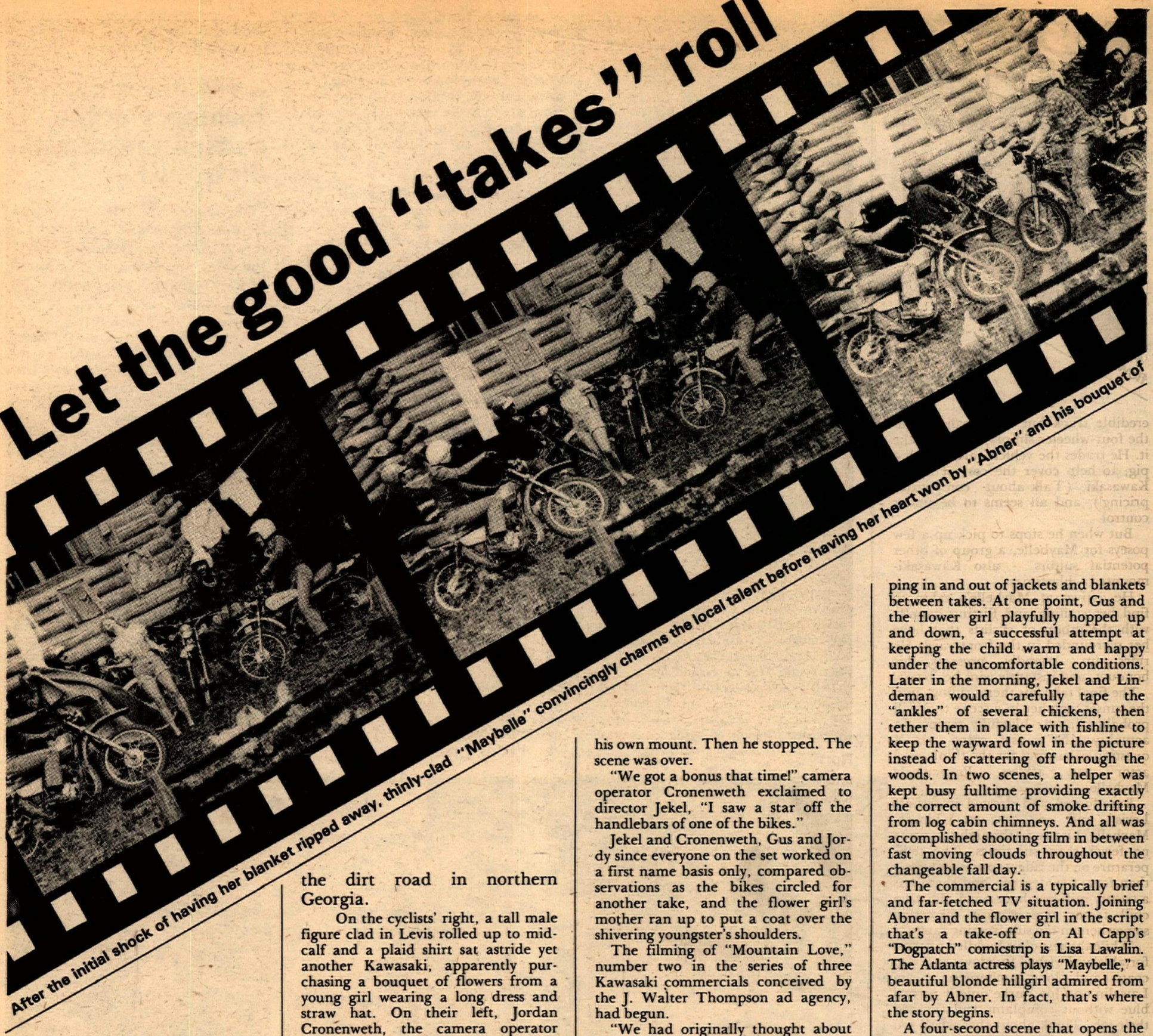
Electrofilm, Inc./Electro Helmets
7116 Laurel Canyon Blvd., North Hollywood, CA 91605 (213) 875-1000

Exceeds Z-90.la, 1974 DOT specs. MIA

Let the good "takes" roll



After the initial shock of having her blanket ripped away, thinly-clad "Maybelle" convincingly charms the local talent before having her heart won by "Abner" and his bouquet of

By Charles Morey

"OK Dave, one more time. Send the motorcycles through!" Film Fair director Gus Jekel signaled production manager Dave Lindeman, and five new Kawasaki dual purpose bikes started down the dirt road in northern Georgia.

On the cyclists' right, a tall male figure clad in Levis rolled up to mid-calf and a plaid shirt sat astride yet another Kawasaki, apparently purchasing a bouquet of flowers from a young girl wearing a long dress and straw hat. On their left, Jordan Cronenweth, the camera operator hired to film three TV spots for Kawasaki Motors, crouched behind a low-set wooden tripod and peered through the $8000 Arriflex at the unlikely scene.

The cycles blurred past, and the smile actor Joe Burke had been flashing at the little flower girl disappeared. He looked after the last passing cycle and moved as if to start his own mount. Then he stopped. The scene was over.

"We got a bonus that time!" camera operator Cronenweth exclaimed to director Jekel, "I saw a star off the handlebars of one of the bikes."

Jekel and Cronenweth, Gus and Jordy since everyone on the set worked on a first name basis only, compared observations as the bikes circled for another take, and the flower girl's mother ran up to put a coat over the shivering youngster's shoulders.

The filming of "Mountain Love," number two in the series of three Kawasaki commercials conceived by the J. Walter Thompson ad agency, had begun.

"We had originally thought about having 'Abner' pick the flowers," Kawasaki's National Advertising Manager Dale Stevenson explained, "but we couldn't -- the ecology thing, you know -- so we had to add the flower girl." It was only one of a thousand details that the crew from Film Fair, Kawasaki and J. Walter Thompson had to work out.

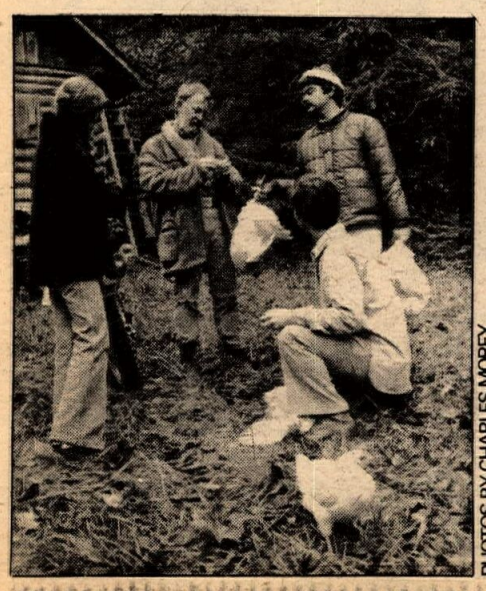
Chilly weather kept the actors slipping in and out of jackets and blankets between takes. At one point, Gus and the flower girl playfully hopped up and down, a successful attempt at keeping the child warm and happy under the uncomfortable conditions. Later in the morning, Jekel and Lindeman would carefully tape the "ankles" of several chickens, then tether them in place with fishline to keep the wayward fowl in the picture instead of scattering off through the woods. In two scenes, a helper was kept busy fulltime providing exactly the correct amount of smoke drifting from log cabin chimneys. And all was accomplished shooting film in between fast moving clouds throughout the changeable fall day.

The commercial is a typically brief and far-fetched TV situation. Joining Abner and the flower girl in the script that's a take-off on Al Capp's "Dogpatch" comicstrip is Lisa Lawalin. The Atlanta actress plays "Maybelle," a beautiful blonde hillgirl admired from afar by Abner. In fact, that's where the story begins.

A four-second scene that opens the commercial is the result of a two-hour filming session on the rims of Tallulah Gorge near the town of Clayton, Georgia.

Abner, standing on the edge of a 600-foot cliff in front of his classic mountain cabin, sees Maybelle on the opposite side of the gorge and immediately makes up his mind that they must meet. He leaves home in his in-

Many-faceted director Gus Jekel's job included chicken-tying, hopping to keep a young actress happy and warm, and even directing the scenes!



PHOTOS BY CHARLES MOREY

credible truck but soon realizes that the four-wheeler simply will not make it. He trades the vehicle, along with a pig, to help cover the cost of a new Kawasaki (Talk about competitive pricing!), and all seems to be under control.

But when he stops to pick up a few poseys for Maybelle, a group of other potential suitors -- also Kawasaki-mounted -- blasts past.

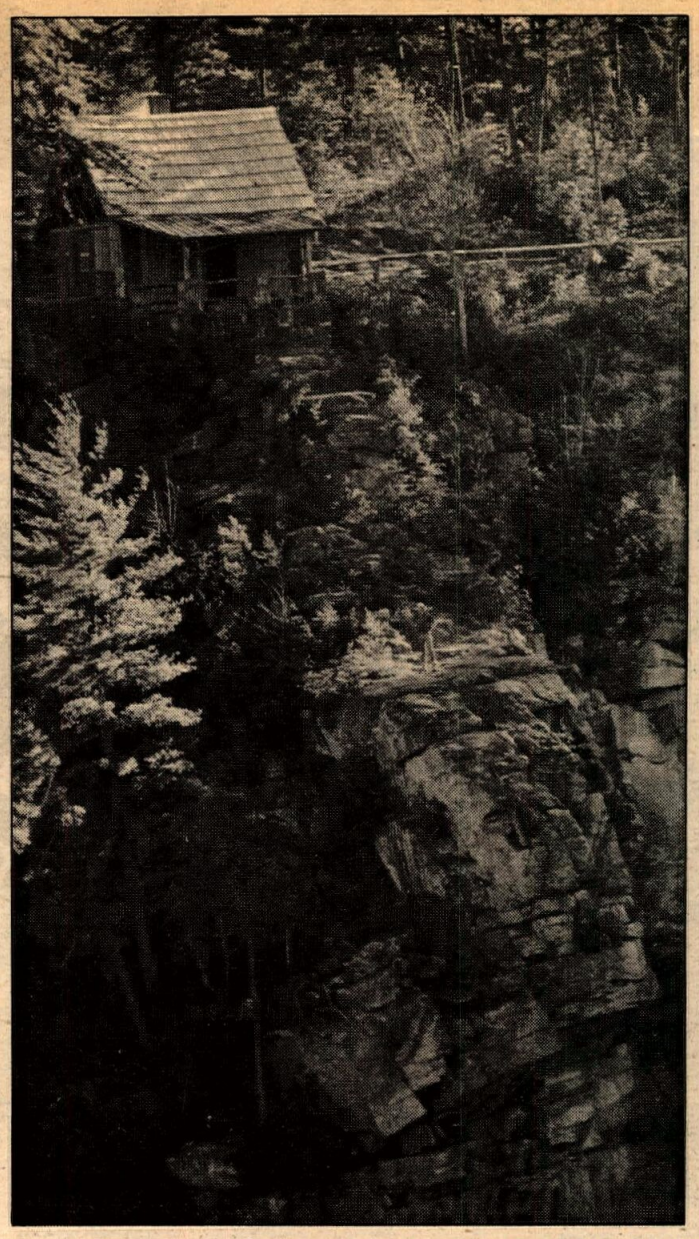
He arrives at Maybelle's cabin to find her smiling and flirting happily with the group of cyclists that have her surrounded in the front yard. He rides up, proudly presents his bouquet, and instantly wins her heart.

The final take has them riding into the sunset together in a scene that will probably appear blissfully serene. In actuality, the sunset scene was a question of survival for the thinly-clad actor and actress. Particularly Maybelle.

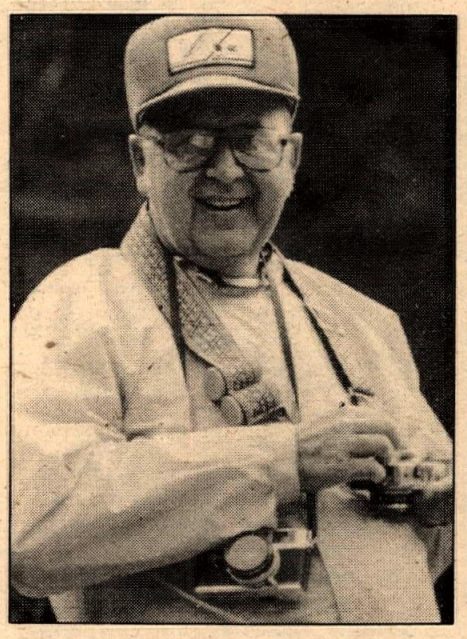
Bare-footed and dressed in cut-off Levis and a low-cut blouse, Maybelle/Lisa rode through the scene no fewer than six times. The temperature on the ridgetop was no higher than forty-five degrees, and there was a twenty mile per hour wind. That's a chill factor temperature correction somewhere in the sub-freezing range.

While the rest of us huddled uncomfortably and wished for gloves, warmer coats and long underwear, Lisa Lawalin and Joe Burke quietly turned blue without complaint and finished their job. Think about that when you see the cut on TV. It'll become all the more apparent what a make-believe world film making is.

"Mountain Love" and the other two commercials entitled "Streets of Kawasaki," a take-off on "The Streets of San Franciso" TV show, and "Ventriloquist," a tale of talking motorcycles, will be aired for the first time with Superbowl XII (the football game) coverage. •

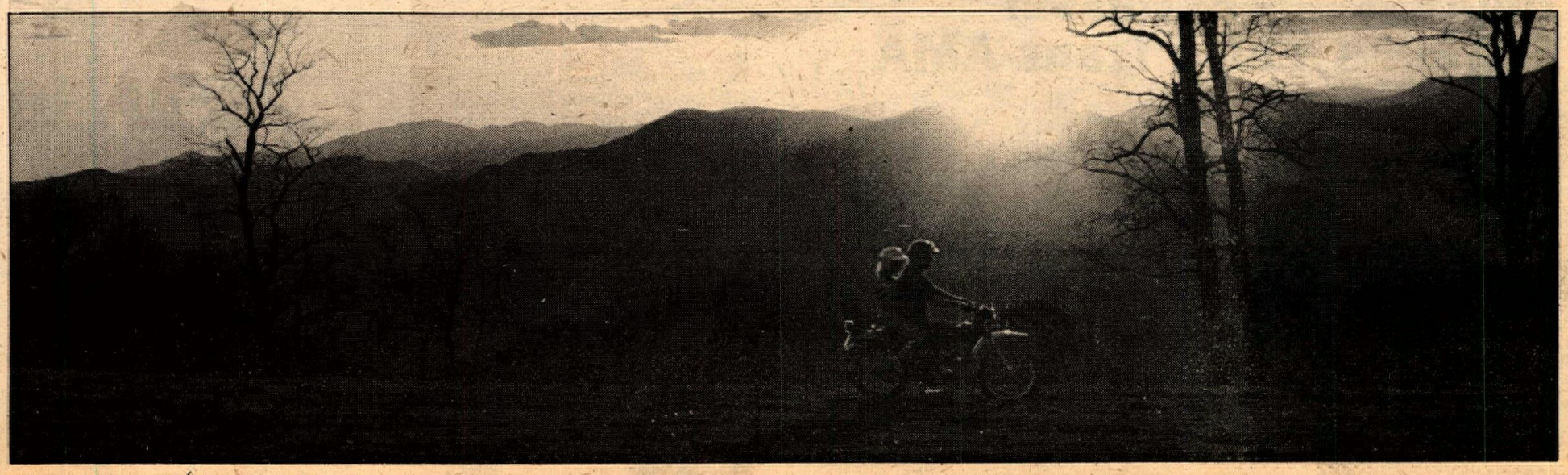


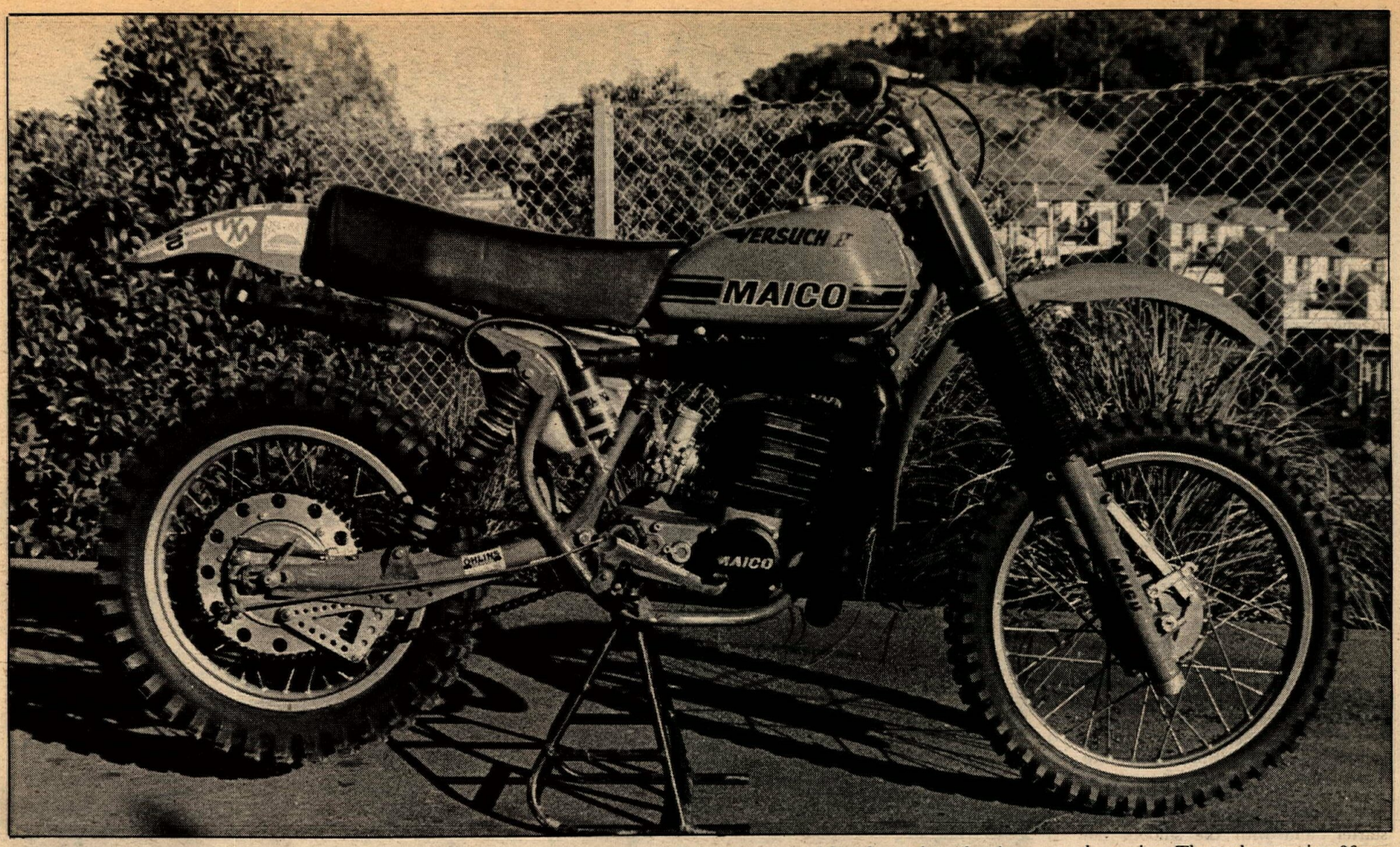
North Georgia provided a perfect setting for "Abner's" home (He's standing in the middle of the photo on the ledge) and woods roads suitable for a flower girl to set up shop while competitive suitors to ride past "Abner" on their Kawasakis.



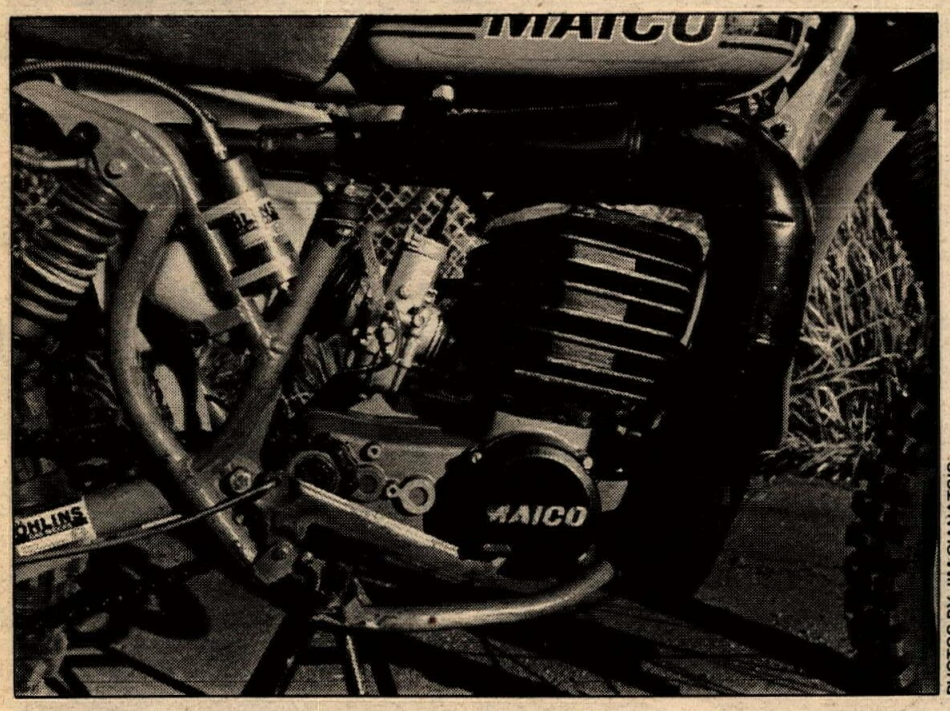
Friendly faces were everywhere: Kawasaki Ad Manager Dale Stevenson, actor Joe Burke and actress Lisa Lawalin.

And they lived happily ever after... at least that's the appearance given. Actually, they shivered uncontrollably ever after.





Remarkably similar to the '78 production models, Maico's prototype Trans-AMA machine was almost entirely redesigned. Check the small motor cases.



PHOTOS BY JIM GIANATSIS

Maico "Versuch II"

Impressions of Gassin' Gaylon's Maico Trans-AMA machine

By Jim Gianatsis

Maico impressed the elite of the motocross set this past fall when they introduced a nearly all-new bike for the Trans-AMA MX Series. Ridden by teamsters Herbert Schmitz, Steve Stackable and Gaylon Mosier, the new 400cc bike looked and performed impressively throughout the series.

Designing a new motorcycle certainly is a tour de force for the little German company, especially when its larger competitors usually limit changes to either the engine, chassis or suspension.

Maico certainly needed to make the changes. In the engine department they've been making do with the same basic engine design since the Maico marque was introduced in America some 10 years ago. The bikes the team used in the Trans-AMA MX Series are named Versuch II, which is German for prototype II. The bikes are pre-production machines. Production versions will be available for sale on our shores early in 1978.

Checking its insides

There are no technical innovations with the new Maico. Instead, modern updating keeps it competitive with the other works bikes. Since Maico races what it sells, this is a big bonus for someone who's shopping for a production racer.

The most impressive change is in the engine department. The sandcast prototype engine cases, made of aluminum, are now more compact to save weight.

The primary sprocket location is moved as close to the rear of the cases as possible, hence as close to the rear swingarm pivot as physically possible to limit changing chain tension during travel of the rear wheel. It's an idea Honda pioneered with the RC series works bikes and other manufacturers are now incorporating on their own bikes.

At long last Maico has done away with points-activated ignition. A Motoplat CDI now provides spark for combustion. It's certainly a welcome change, one they should have made five years earlier. Timing has been changed on the new engine, now 2.3-2.5mm BTDC to work with porting changes in the new 400 and 450cc cylinders. Old ignition timing with the points ignition was 3.5mm BTDC.

The new cylinder has one less cooling fin than the present production version. Together with a new cylinder head, the new porting specifications on the pre-production Maicos offer improved power and torque throughout the RPM range of the engine. The carburetor is a 36mm Bing.

The transmission remains a five-speed, but there is a new shifting mechanism. The clutch is also new, along with a primary kick starting design. Old Maico owners will be happy to know that the new clutch does not drag. At one point in the test I had the bike in gear for 30 seconds with the transmission engaged and the clutch never came close to making the bike creep.

Since Maico was designing a new engine they should have come up with a new six-speed transmission to go with it. Not that the Open class Maicos need it, but certainly because the same engine design will be used with their 250cc bike, and all competitive 250s these days are running six-speeds.

From a distance the frame looks similar to present production Maicos, but it too is an all new design. Up close you'll see that the engine is now a stressed member of the rear portion of the frame with the swingarm pivot shaft located through the rear engine cases. This is similar to the latest Husqvarna design. It allows less frame flex with resulting better handling. A heavier frame might otherwise be required for the same effect.

Suspension up front is provided by a new design Maico leading axle front fork assembly with air/steel coil springing. Travel is approximately 250mm (9.5 in.). At the rear, Maico follows the latest trend pioneered by KTM three years ago with a bent style swingarm which allows long rear wheel travel without jacking up the rear of the bike to unreasonable heights.

Rear wheel travel is approximately 260mm (10.5 in.) with Ohlins gas/oil reservoir shocks with dual rate springs handling the suspension chores. Because the Ohlins shocks cost around $300 in Europe, these are probably the only parts on Versuch II which won't make their way over as standard equipment on the production bike. The new bike may come with a less expensive non-reservoir version of the Ohlins as a substitute.

The works bike has a lot of lightweight items which will also be carried over to production like the aluminum gas tank and red Falk plastic fenders to match the rest of the bike. Gaylon Mosier's mechanic, Rocky Williams, had installed Preston Petty fenders on Gaylon's bike because the original Falk fenders had worn out during the Trans-AMA Series, and they were out of spares.

Besides the Ohlins shocks, the production bikes won't come with the magnesium hubs and backing plates. Still, for an open bike the 400cc Versuch II is plenty light. With magnesium parts, it's around 97 kilos (216 lbs.), and with the aluminum parts of the production model it should weigh around 98 kilos (220 lbs.). That's lighter than most other production bikes and equal to its works bike competitors.

Riding it outside

I got to ride Mosier's bike out at Sears Point Raceway after the final Trans-AMA race of this year. Gaylon had nearly pulled off the overall win against Brad Lackey on his works RC Honda until he began experiencing a shifting problem which forced him to back off his pace. Gaylon still finished a very creditable third overall behind Lackey and Bob Hannah.

When I rode the bike after the race I had difficulty shifting up past third gear. Gaylon said it was because they had been experimenting with different shimming in the shifting mechanism. They had obviously hit upon a combination that didn't work.

The 400cc works bike is a one-kick starter, and with the smooth new clutch, it gets underway with no balking whatsoever. The natural terrain course at Sears Point suited the Maico. The bike darted across the roughest whoops and steepest off cambers with complete control.

The new chassis is beautiful in that it offers excellent high speed stability over the rough stuff, while in the tight turns it's quick steering. It feels like the leading axle Maico forks plant themselves at the turn's apex while the rest of the bike flings around the turn like it's tied to a string. All the time you're in complete control. If you want to slide the bike — front wheel, back or both — you can with the proper technique of either body movement or throttle application.

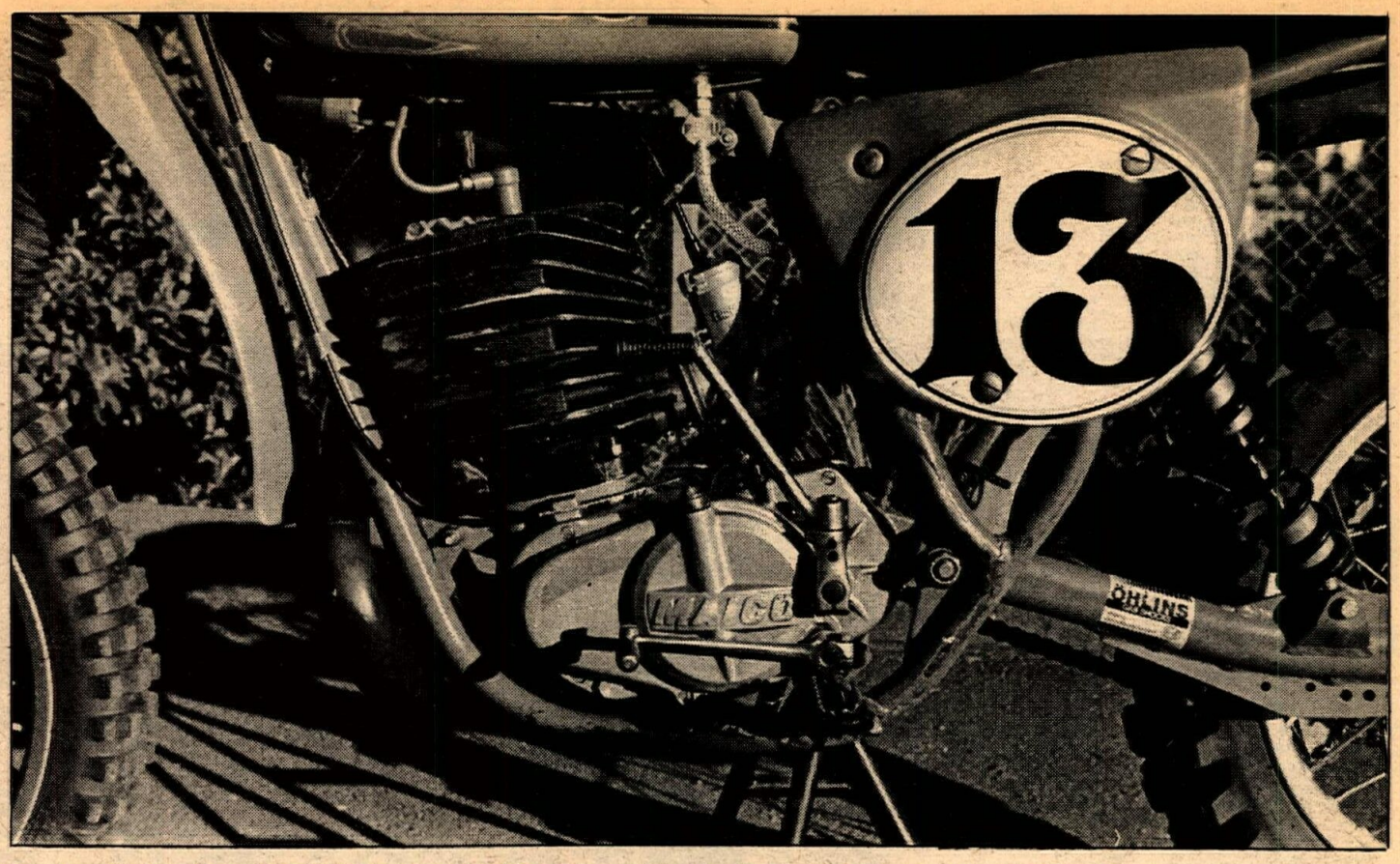
The front forks are fantastic — smooth, soft damping with lots of travel. There was no way to fault them. At the rear, the Ohlins shocks with heavy-duty springs were tuned for Gaylon's high speed gymnastics. I was finding the rear end over sprung and a little too bouncy for my speed capabilities. The stiff springs had a difficult time reacting to small bumps, and because of this I think the progressive Fox dual rate AirShox would be the ideal setup for handling both the small bumps and high speed berm thrashings.

Downstairs in the engine department the 400cc Maico was equal to the best works machines from Honda and Suzuki. The broad powerband began right off idle and went all the way up until it was time to nail the next gear. It was smooth and easily controlled. In the horsepower/seat-of-the-pants race, it didn't kick like the works Honda. But when you're dealing with Open class motocross bikes these days it's like using an atom bomb to clean out your garage. You have more than you can use. Having more power just makes the job that much more difficult, especially when you get too tired to use restraint on the throttle.

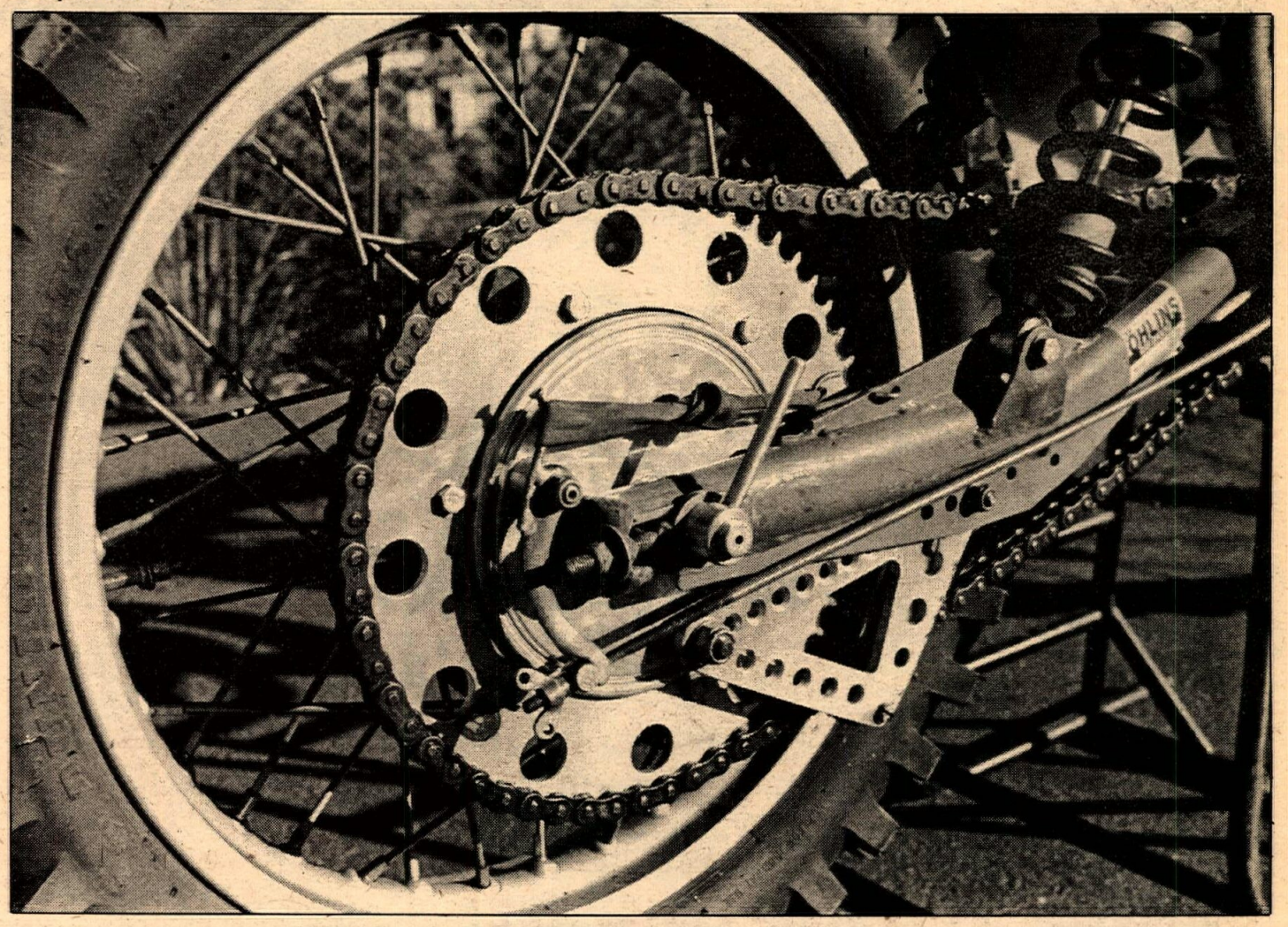
Among the works bikes I've ridden during the Trans-AMA Series, the 400cc Maico has to be rated as one of the best. Even after a hard day of International class thrashing the bike felt as tight as if it were new. The fact that it will be available for sale within the next couple months makes it the best possible bike an Expert class rider could own, no matter what the price.

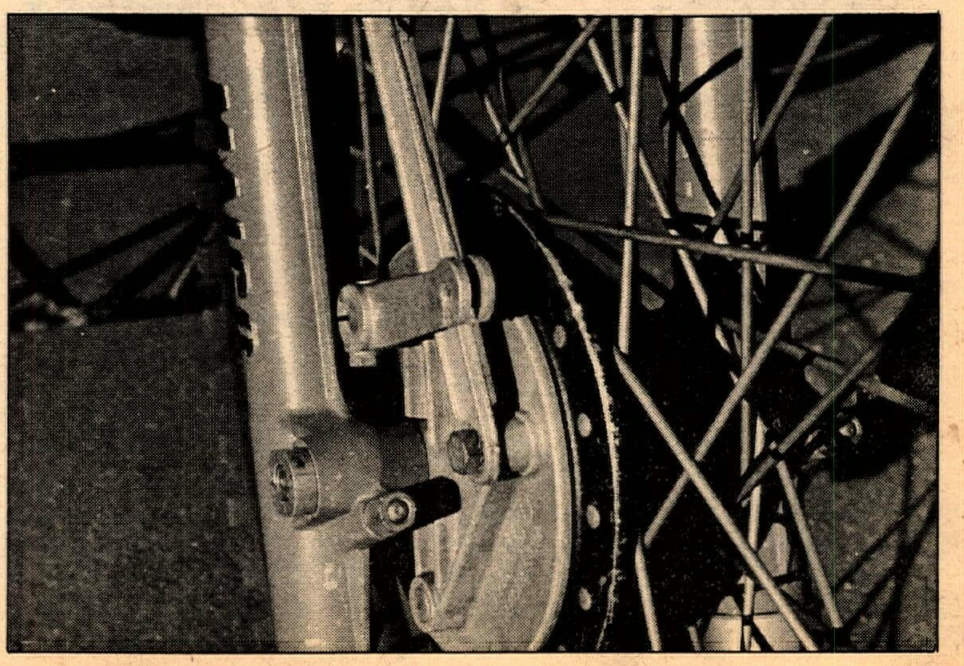
The Japanese keep coming up with better and better motocross machinery, but the small European manufacturers build quality products and aren't afraid to race what they sell.

The only suggestion to Maico on their new bike is to increase the suspension travel by one inch at each end: 10.5 inches up front and 11.5 inches at the rear. Not because the bike needs it now as a production machine, but because it will need it during 1978 as a works bike. Then anyone will be able to own a production bike that is the equal of the finest works bikes in World Championship competition. ●



Gaylon Mosier described his Trans-AMA Maico as being the fastest yet, saying that factory horsepower claims of 50 hp. weren't out of line.





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Jody Belknap-Whittier Kawasaki
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Mike Shield-Cycle Works
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Rocky Trevino-Cycle Parts Westminster
Rob Rustan/Rex-Rustan's Yamaha
Charlie Hamill-Charlie's Raceway Cycle
Scott Clifton-B&M Honda, Yamaha
Mark Petty-JBS
Clay Masters-Long Beach Honda
Paul Long-Long Beach Honda
Bob Sanders-Temple City Kawasaki
Reed Johnson-Yamaha of El Monte
"Tonto"-Yamaha of El Monte
Richard Franklin-Covina Cycle Ctr.
● FAIRWAY YAMAHA
Mike Baeder, Harry Klinzmann
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George Erl-Up-Tite Husky
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Keith Wildt-Ray & Keith's MC
Jim Bearup-Lakewood Cycle Salvage
Steve Chandler-City Cycle Center
Dave Dodge-City Cycle Center
Larry Rick/Patty-Orange County Cycle
● WHITE BROS.
Tom White, Doug Magee
Dan White
Bruce Ogilvie-Dale's Modern Cycle
Bob Rutten-Dale's Modern Cycle
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Greg Gracer-T&M Cycles
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Andy Jannings, Mike Zigler
Buster Hyman, Jerry Freckleton
Bob Hammerich, Don Hamson
Ray Lopez-Crowell's Cycles
Brad Smith-Del Amo Suzuki
T. C. Noyce-Del Amo Suzuki
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George Capodieci-Scott's Scooter Racing Team
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Jeff Browning-Competition Service Cycles
Matt Zoerb-Mission Hills Motorcycles
Mike Merrick-Mission Hills Motorcycles
Tracy Oswald-Mid Valley Cycles
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Brandon Schneider, Paul Thede
Gary Denton
Gary Wilt-Gary's Cycle Supply
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Bob Ellis-Gary's Cycle Supply
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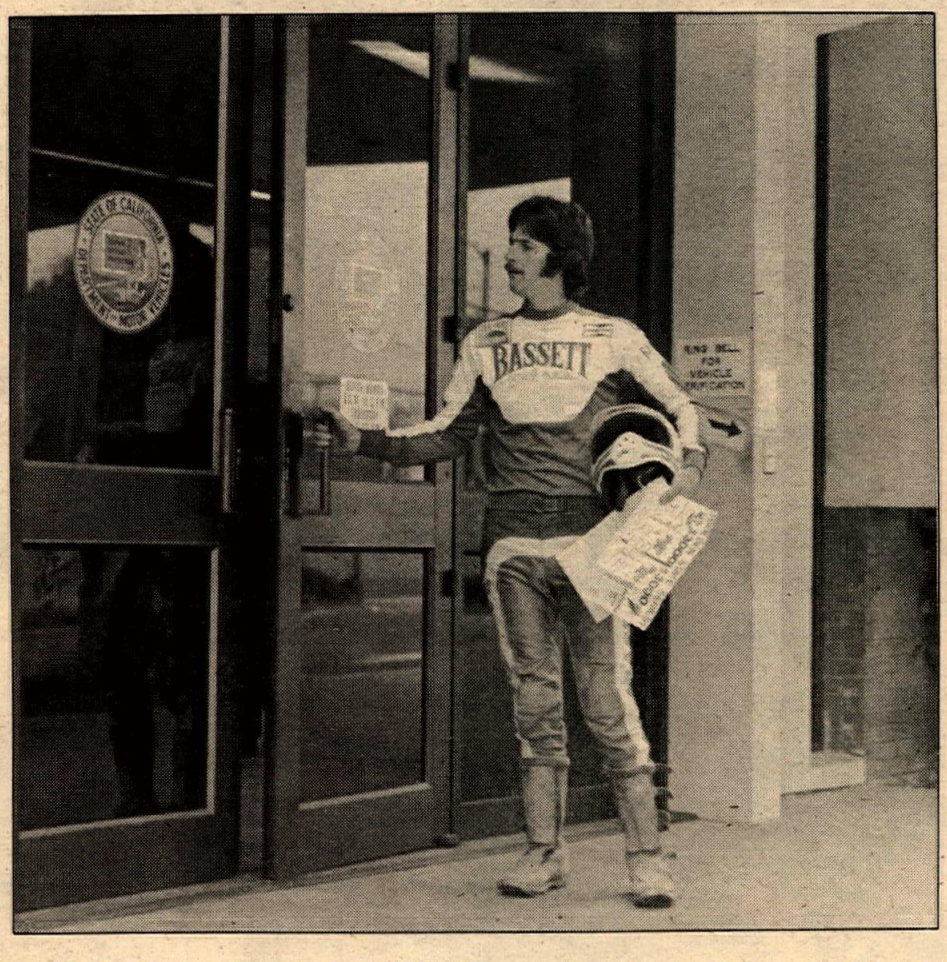
WORKS



Winter series paperwork prep plan

By Dave "Works" Miller and Jack Wright

The privateer Pro motocross rider has a choice to make this winter. Depending on his plans for the 1978 season, he can travel either to Florida for the Winter-AMA MX Series or to California for the California Moto-sports Club sanctioned Suzuki Golden State Series. Both series — and both sanctioning organizations — have a lot to offer but for different reasons.

The Golden State Series, with a total purse of $21,000 split equally between three classes and seven races, should have plenty of competition. Along with the $3,000 purse for each race U.S. Suzuki has agreed to put in another $3,300 points fund.

The Florida Winter-AMA races pay $3,600 per event in a four-race series for a $14,400 total. While that doesn't match the CMC/Suzuki $24,300 purse and point fund, the Florida series does have other benefits.

The AMA's Florida winter series doesn't pay as much total series money, but what it does pay is worth more than money to some riders. The Florida Winter-AMA Series pays points. The Novice-rated Pro rider has a chance to earn the points necessary to obtain an Expert rating in the AMA. Without points, the Novice rider's chances of gaining an entry to the Nationals or the stadium series are almost non-existent.

While the Expert rating isn't absolutely necessary for being accepted for a stadium or National it does make things easier. The unrated Pro is the last rider that will be accepted for an event. If there is an opening for an unrated rider, the number of points that have been accumulated will decide whether you or someone else will get to ride.

To get either license, call the sanctioning body and request that they send you an application for their competition license. While you have them on the phone ask them to send you a copy of their professional rulebook. It might come in handy.

From the AMA, you should receive a packet in the mail with everything that you will need to obtain your license. In it will be your application for a Professional Competition License, an application for a John Doe mechanic's license, and a medical form. You can fill out the forms for the licenses, but your doctor will have to fill out the medical form and mail it to the AMA. (Make sure that he sends it to the "Motorcyclist" Association not the "Medical" association!)

The California Moto-sports Club doesn't require as much paperwork. The form that you will receive back from CMC should take you less than one minute to complete. That's providing of course, that you can print legibly, know your address and can sign your name. Although it's not necessary, we recommend that you join the club before the day of the race to avoid any problems and post entry fees.

You *are* going to pay the price. You might as well know that to race either series is not going to be cheap. The cost of the license and entries alone will set you back close to $200. The AMA will cost you less than CMC though you will not be getting a deal. The AMA license will cost you $55. Add to this, one to three John Doe mechanic licenses at $15 each for a possible $100 expenditure not even including entries. Entries will run about $12 apiece.

At the CMC, while it's cheaper to acquire your license, it will cost you more in the long run. With the license costing $10, and entries running $25 apiece if you mail enter ($35 post), the total for CMC's seven-race series will be $190. That's a good chunk of cash any way you look at it.

With the CMC you will have a chance of winning more money with the $3,000 purse at seven races. CMC will be paying back $300 for first place in each class for first place and down to $25 for a 10th place finish.

Something to think about if you are planning to race the Golden State Series is riding two classes. Along with getting you in shape you stand a chance of picking up more cash. A drawback to this of course would be cost of entries and maintaining two bikes rather than just one. If you were not in condition before you started you would probably lose more than you would make.

If you are traveling more than a day's drive from home it's hard to make back all the money that you will spend in expenses. You will have to consider hotel, gas, and food bills which will add up very quickly.

Some of the Pro riders that we have talked to are planning to ride the first half of the Golden State Series and then traveling to Florida for the Winter-AMA Series. Neither series will be easily won. You'll have to put together a lot of variables to do well.

Success depends on what you want to get out of this winter's racing. Whether you are after the money, points, conditioning or experience, you will have to work for it. Even if you don't win much, or for that matter any money or points, you will have gained some experience and conditioning for the new year. With a little luck, money and a lot of determination and riding ability, you should be able to attain your goals.

See the Calendar section for both schedules. ●

California Moto-sports Club
P.O. Box 1402
Costa Mesa, Calif. 92626
714/557-3323

American Motorcycle Association
P.O. Box 141
Westerville, Ohio 43081
614/891-2425
Phone calls should be to the AMA Professional License Department.

(Desert from page 13)

The checkered unfurled for Eric McCracken, a very fine desert racer. Bill Mossman was next, second Open, Brian Charters third, first 250.

The race was long, rugged, and rewarding. It seemed the "True grit" desert racers showed up for this one as the complaints were almost zero. The flashback award goes to Cordis Brooks riding a Leckich Yamaha Trailbike around 10th overall, before breaking on the second loop. The congratulations award goes to John Prater, Jr. who finally caught the elusive first 250 Expert spot after coming so close all year long. The determination/heartbreak trophy goes to Steve Wiseman and Mike Lewellyn. Steve worked his way up from a nasty start and was about 100 yards behind Mike a mile from the finish. Mike crashed and Steve took first C Amateur.

Mitch Payton got out of the hospital today and guess where he went — to the Dez where he was constantly surrounded with wellwishers throughout the race. Mitch took the number one plate in the C class, despite his injury.

It's been a long year of racing, but one I'll never forget. My first story was just about as scary as the boot camp shot line. The friends and events that occurred I wouldn't trade for a million. Thanks to the Invaders and Pack Rats for replacing my helmet plus a bag, the Sled Riders towing in and fixing my bike plus replacing my gloves with JT's, the Desert Foxes who gave me a trophy for "A job well done," all of this just can't be put into words; the thanks I feel for all the folks of the desert.

I would like to lay this poem on you which I think sums up all of our feelings of the past year. It sure isn't a Frost classic but it's what I feel is right for this time of year.

It's the night before Christmas and time to reflect on the season of racing this year. The tree has been trimmed, the bikes put away, along with the helmets and gear.

Nestled cozy and warm in their favorite chair with a glass of their Christmas Eve cheer, the racers reflect on the season just past, some smile while some shed a tear.

The races were varied throughout the long season, some good ones, some bad ones and such. But we think of the people who come to the desert, the ones that we care for so much.

For the people who come to the desert to race come in pickup, motorhome and van. The reason they're different from everyday folk, they have love for their fellow man.

And nobody knows this better than I, the one who writes of your deeds. For the pictures and space send the Claytons your thanks, for letting me fulfill your needs.

So with one final thought as I turn out the light knowing Christmas is drawing so near. I wish you the happiest of holidays, and a great racing season next year. ●

Results

OPEN EXPERT: 1. L. Roeseler. 2. K. Park. 3. T. Davis.
DIV. I EXPERT: 1. J. Prater, Jr. 2. B. Tarling. 3. T. Schell.
DIV. II EXPERT: 1. B. Henson. 2. G. Charters. 3. J. Vincent.
TRAIL EXPERT: 1. J Lockhart. 2. D. Kelsey. 3. D. Martin.
OPEN AMATEUR: 1. N. Siaqua. 2. S. Child. 3. R. Lee.
DIV. I AMATEUR: 1. L. Watkins. 2. D. Aleano. 3. W. Arita.
DIV. II AMATEUR: 1. S. Wiseman. 2. M. Lewellyn. 3. R. Shumaker.
TRAIL AMATEUR: 1. M. Davidson. 2. D. Theel. 3. P. Krause.
OPEN NOVICE: 1. E. McCracken. 2. B. Mossman. 3. D. Boese.
DIV. I NOVICE: 1. B. Charters. 2. M. Pollard. 3. T. Eckart.
DIV. II BEGINNER: 1. B. Burki. 2. M. Day. 3. 557c.
TRAIL NOVICE: 1. J. Moller. 2. C. Thomas. 3. L. Bergman.
OPEN BEGINNER: 1. R. Blake. 2. J. Short. 3. B. Walters.
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A study in strength

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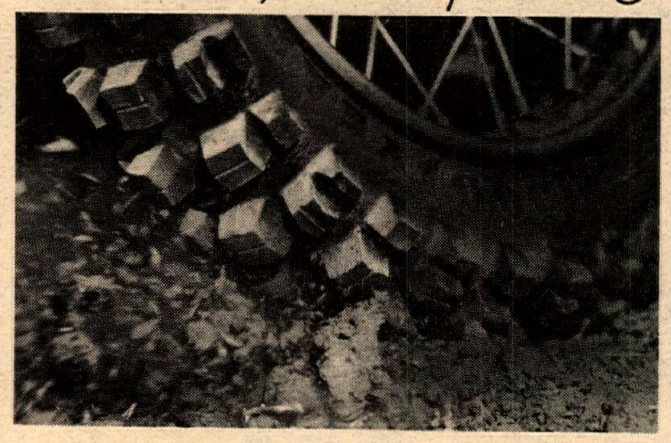

it can be. But we would like to tell you this... Goodyear has studied motocross for some time and, with the help of riders like AMA 1975 Supercross Champion Jimmy Weinert, we engineered a new M/X tire. The Eagle M/XII. You should know what we did, and why we did it.

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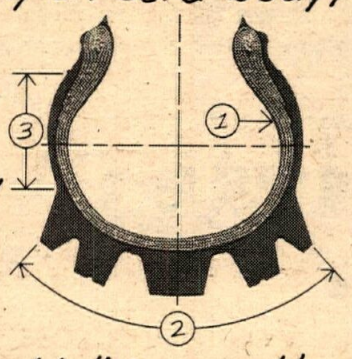
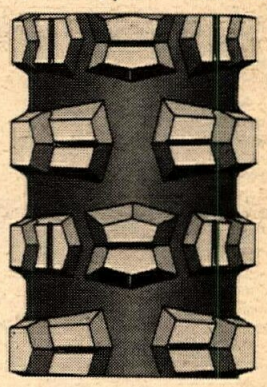


2. Its wide, flat footprint and tall, tapered lug design make for a stiffer and harder working tire. Shallow grooves in the top of each lug put hundreds of biting edges to work when you're running on marbly or hard pack surfaces.



3. The Eagle M/XII has a new high-standing sidewall, designed to flex and absorb the kind of shocks a motocross can throw at you.

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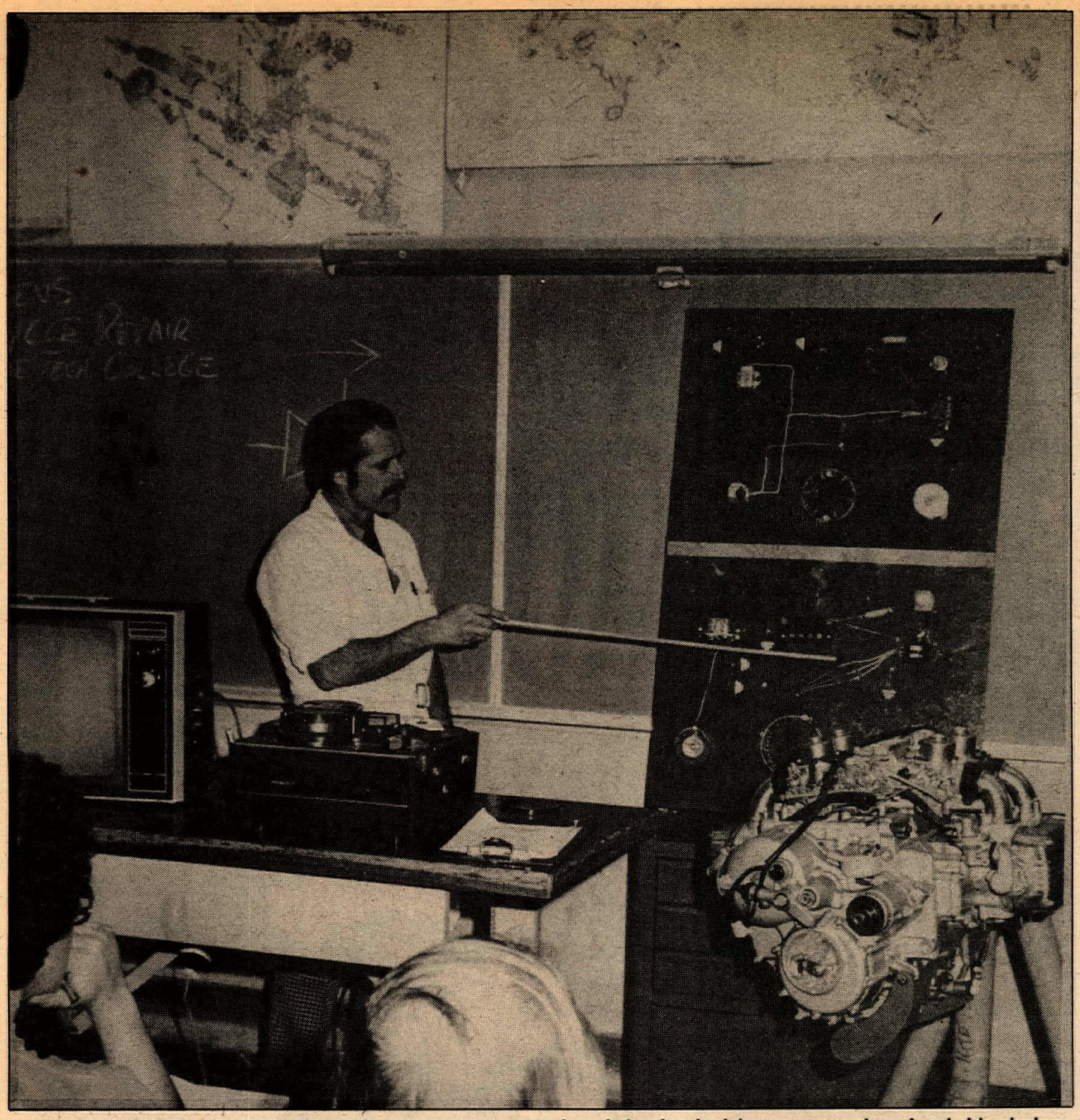

Instructor Pat Owens, former tuner for Gene Romero, uses closed circuit television, among other visual aids, during classroom lectures at Los Angeles Trade-Technical College.

(Above) Instructor Hugh Maloy explained the Motorcycle Repair Curriculum to L.A. Times writer Charles Champlin during the filming of a vocational skills TV program. (Below) Women show interest in the motorcycle repair field. This young lady made it to the final semester at Trade-Tech.

Mechanics course at L.A. Trade-Tech: Ten years old and still the best

By Alan Paulsen

At your dealer's, are there kids with little training but loads of enthusiasm working on your bike? How much do they know about Ohm's Law, dwell, metric conversion, fuel atomization, load capacity, frame geometry, cam duration, piston camber, reduction ratios, logarithmic metering, dial calibration, machining methods, welding techniques, steering physics, emission control, dynamometer operation, or even product liability?

Point being, the industry practically demands that modern motorcycle mechanics be technicians and not simply parts changers. Self-taught, trial-and-error hack mechanics have faded from the scene and have been replaced by trained enthusiasts using sophisticated equipment to test and repair watercooled, rotary-powered and multi-cylinder imported machines that require the services of a competent, fully-trained mechanic. Your life often rides on the degree of skill your mechanic has acquired.

Trained technicians likely to go farther, faster

Prior to the 1960's, the volume of motorcycle sales in this country was so low that there was little demand for motorcycle mechanics. Rapid growth of the industry created a huge vacuum in the area of trained service personnel which still persists. The latest technologies employed by newer generations of motorcycles meant that even mechanics experienced in the older traditional makes were not completely capable of meeting current demands.

In 1964 concerned industry leaders, led by E.W. "Pete" Colman told Los Angeles Trade-Technical College about the needs of the growing motorcycle industry and requested a program to train motorcycle mechanics. By 1967 the course was underway. Harley-Davidson, Suzuki, Yamaha, and Honda donated assistance and materials.

The curriculum is kept updated through the cooperation of an advisory committee of industry representatives. Mechanics, dealers, service school instructors, service managers, magazine editors, and company executives meet once a year with the college dean and motorcycle repair instructors to give practical advice on current industry trends and other matters important to a sound educational program. This continuing industry support helps the college to maintain one of the strongest motorcycle repair programs offered anywhere.

Located in downtown Los Angeles at 400 West Washington Boulevard, Trade-Tech is an accredited, tax-supported public community college which anyone over 18 may attend, with or without a high school diploma, and at no expense outside of books and tools required for the trade. Block programming allows a student to continue working part time and earn four extra units of credit while doing so. You must attend two years for an Associate in Science degree, but it's not required. A certificate of completion may be awarded if you elect not to take certain academic subjects required for the degree. One may earn a certificate of proficiency after completing at least 75% of the program and a letter of satisfactory performance is submitted by an employer after six months of on-the-job experience.

Live shop atmosphere

Students spend 20 hours a week in fully-equipped laboratories working on a variety of machines, and four hours in classroom lecture. Advanced students work on customer machinery in a live shop atmosphere with students rotating weekly as service manager. Seventeen main areas are covered and include: orientation to the motorcycle industry, theory of tools and measurement, internal combustion engine theory, engine disassembly and assembly, fuel systems, carburetor breakdown and assembly, electrical systems principles, electrical systems breakdown and assembly, lubrication systems theory, power transmission breakdown and assembly, power transmission theory, frame and suspension theory and demonstration, wheel and brake laboratory, engine diagnosis and repair, transmission diagnosis and repair, general service and tuneup, and shop management and control.

Certain projects beyond the course outline are necessary to obtain a passing grade. Some of the instructor's

project sheets read like a ship's manifest. A longshoreman should have less to do. Part of the study includes such things as successful work on a minimum of six live jobs, building a wheel truing stand, boring a cylinder, checking out the capacitor discharge ignition and three-phase charging systems, timing camshafts, performing a dyno operation, building a four meter electrical test set having two ampmeters, making a brass and aluminum drift, building a shock spring installing tool, sharpening a drill bit and counter bore, making a lead hammer with a turned and knurled handle, grinding a round nose turning tool, building a portable wheel fixture, performing a plastigage operation, and building a wrist pin puller. It's only a partial list, but all deemed essential for real on-the-job skill.

Tops among the instructors at Trade-Tech is Pat Owens, race tuner for Gene "Burritto" Romero in past years and former service manager with Triumph Motor Corporation. Owens maintains a detailed record of all graduates from the program.

Other instructors include Hugh Maloy, former service manager for Krause Honda of Inglewood; Bob Sirkegian, a former national motorcycle drag racing champion; and Richard Sherer, who recently completed a thesis for his masters degree entitled: "A Follow-up Study to Determine the Validity of the Motorcycle Repair Mechanics Program at Los Angeles Trade-Technical College."

All the instructors are hopeful Sherer's study will provide a basis for further improving the Motorcycle Repair Mechanics Curriculum at the college and give other schools the foundation for establishing a similar program. Its main purpose, however, was to determine the success of Trade-Tech graduates in motorcycle repair mechanics.

Graduates rate Trade-Tech

Sherer's research findings, compiled from questionnaires received from 51 graduates currently working in the motorcycle industry or a closely allied field, indicate that the program rates very well overall and does effectively prepare its graduates for employment in the industry.

Graduates are in the ideal position to rate the program since they completed the course and applied their training in the world of work. Jim Parkinson, current service manager for Krause Honda, is a product of Trade-Tech and concurs with much that Sherer has assessed.

"A fully-trained mechanic will definitely give the customer a better value for his money," Parkinson says unequivocally. "As service manager I hire and fire mechanics all the time, but I usually hang on to those who are from Trade-Tech because with those people I generally get the best work.

"Sure, I have mechanics working for me with upwards of 15 years experience," Parkinson said. "They came right up from gunk brush and are pretty good mechanics. But by and large, for the man who is going to get ahead, that education is going to mean the difference; it's going to make the difference in the people he works with, and it's going to make the difference if he plans to go into any aspect of this business."

Choice among allied fields

Those who chose the degree program like Parkinson don't have to resign themselves to wrenchtwisting indefinitely. If there is any danger in creating a surplus of skilled service personnel, at least the formal training gives one the option of becoming a technical writer, service school

Next issue of Cycle News will be on sale Jan. 11, 1978.

I would like to address this message to the riders and dealers of the following brands.

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I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is – let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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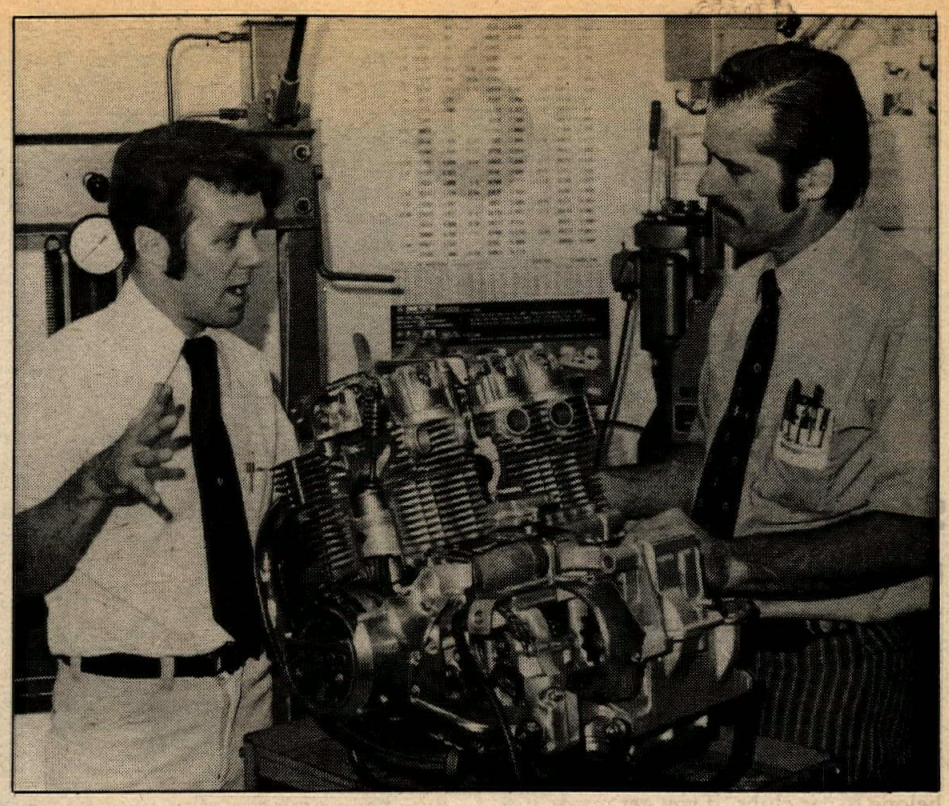

Owens visits with graduate Dave Cox, service school instructor at American Honda.

instructor, service manager, or even motorcycle journalist. There's also the likelihood of serving in customer relations, research and development, or advertising. One graduate with only marginal mechanical ability recently became regional manager for a moped company.

Such diverse associated fields give the Trade-Tech graduate choices which would otherwise be limited to the individual with experience. A case in point is Dave Cox, hired right out of the program as a service school instructor for American Honda.

"The education at Trade-Tech is ground level and provides something solid to build on," says Cox. "The training developed my confidence and a mental attitude for diagnosing problems. I now know what amperage and voltage and resistance is, and all that I do for American Honda seems to fall back on the old basics, basics that were driven home to me by the instructors at Trade-Tech."

Cox put it succinctly: "For me to go out and work in the industry and learn what I learned in two years at Trade-Tech would have taken 10 years at least. I feel the two years I spent at Trade-Tech was a short cut.

"Competitive price cutting has been reducing profit margins for a large number of our dealers in southern California," Cox said. "So they are taking a serious look at what the true capabilities of their service departments really are. The sales price war has caused a tremendous boom in the back end of the shop, prompting dealers to ask how much the service department contributes to the number of motorcycles that are selling; how much does the service department contribute to the number of parts that are selling; and how much does the service department itself financially contribute?"

Cox has been training many people with upwards of 15 years experience who are really not aware of what a particular component does or how it functions, especially when it comes to carburetion and electrical theory.

"Infrared analyzers and scopes we are trying to develop with the cooperation of Sun Corporation and others will definitely be part of the service departments before long, and your contemporary mechanic is going to have to be as technically advanced as the machine he is trying to test and the specialized equipment he is trying to use," he warns.

That takes training. When money is to be made in the "back end of the shop," as Cox points out, then dealers can't afford to train the inexperienced.

Greg Charles is a Trade-Tech alumnus who became interested in motorcycle mechanics because of the poor repair service he was receiving at exorbitant expense. Having read in a cycle magazine that Trade-Tech offered a highly rated motorcycle repair program, he enrolled. That was six years ago. He went from parking lot attendant to motorcycle serviceman at the L.A. Police Department garage at a $17,000 yearly salary.

"I wouldn't have my current job with the city if I hadn't gone to this school, because I wouldn't have had a sufficient knowledge of internal combustion and electrical theory to pass the test they gave," says Greg.

"All the knowledge I gained at Trade-Tech is what got me into that job, and with an Associate in Science degree, you're one step ahead of the person who just has experience."

Changing pantyhose for coveralls

Women, too, are advancing into what has been traditionally a male domain by seriously pursuing careers as motorcycle mechanics.

Take Linda Zierer for example. She recently entered her second semester at Trade-Tech with an enthusiasm, initiative and drive which has convinced even the ardent skeptics. Soaking wet she can't weigh more than Kenny Roberts' leathers. Linda was a finisher in the last Greenhorn Enduro.

"Motorcycles are the only thing I really enjoy," she admits. "I have numerous friends who are mechanics, and they all said that Trade-Tech was the best place to go for training. Everything that I've learned in this course has been a new discovery that I find very interesting and a challenge. The instruction is in-depth, and there's an excellent balance between theory and practical application. I know if I had a shop I wouldn't hire anybody who hadn't graduated from here."

One woman has made it to the final semester, and another is just getting started in the program.

Now see there, guys; aren't the prospects for a career in the motorcycle field growing brighter all the time? ●

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Street is Neat

By Bob Bitchin

You know, if it wasn't for the motorcycle associations in this country all of us bikers would probably be wearing large flashing red lights on top of our full suits of armor. Either that or we would all belong to car clubs, if you get my drift.

But organizing motorcyclists is about as hard as trying to organize a bunch of jackasses, because that's about what it means. Bikers are the most stubborn, bull headed, singular minded bunch of dummies in the world. We know what is good for us and yet we turn around and do exactly the opposite.

Now there are times when this is justified. Like we all know that having a bad image is bad for us but there are times when you want to throw off the shackles of propriety and go out and raise some hell, no matter what the consequences. This is understandable. But when it comes to organizing, we should try and stick somewhat together. Not just chopper riders and touring bikers, but all bikers. Dirt bikers, drag racers and everybody.

But it can't be done because bikers are dumb. All bikers. There is a built in prejudice that keeps us from accepting the "other" way of life.

Right about now you are probably wondering what the hell I'm raving about. Why bring all this up? Well, there is a very good reason — the AMA.

Now regular readers of *Biker* know that I am always harping on one association or another. I talk about ABATE, the MMA, NYMRO, MORE, COML, SCMA, TMRA, The Great Plains Motorcycle Association, CAHL, COOL and God only knows what else. All the time I harp on the same thing. You should join and support the organization of your choice. And you sit there like a bunch of dumbshits, reading it all, then going out and getting on your bike, promptly forgetting all about it. You figure "Let the other guy do it," or something like that. It's not your problem.

Well, it is your problem and more so than you might imagine.

Are you aware that right now there is a big problem in the hierarchy of the AMA (American Motorcyclist Association)? Are you aware that just last month there was a big showdown in the national ABATE group? Are you aware that these are the only two national motorcycle associations?

If not, then you've been asleep too long.

Now you probably want to know, what the hell difference it makes. If you want to, you can walk out, hop on your scoot, and go tear up the highway or the local dirt lot. So what if the AMA and ABATE are having troubles?

Look at it this way. When you buy a rifle one of the first things you do is join the NRA (National Riflemans Association). When you take up bowling you join the ABC (American Bowling Congress). Hell, if you go in for group sex you join a sex club, but when you buy a bike you just ride. Why?

If we don't get our shit together on a national scale pretty damn soon, we aren't going to be riding anywhere anymore. There is no reason on earth you can't belong to both national groups, and your state association too. Hell, if it cost you $25 a year it would be a cheap investment. The associations need the money to represent you where it counts: In your state and federal capitols.

Thousands of people around the country spend a majority of their waking hours working as volunteers in associations working to beat dumb laws that effect the biker. They work for the most part without pay. It is this small minority that represents the biker to the outside world. Are they doing what you want them to do? If not, what would you do differently? If you were a member you could tell them what you want and they could tell the politicians.

But no. You just sit back on your big duff and watch the helmet law stay in effect in half the country; watch mandatory seat belt laws for motorcycles get introduced (yes, it has happened); let all bikers lose their rights to live free, and then, when it's all over, you'll sit back in your car and dream of the free days of riding through the open countryside. Dream brother, because that's all that will be left for you.

Just recently the AMA went through a whole lot of internal problems because a new director had been appointed by the board. Many members of the association took exception to the appointment. The director has turned in his resignation, but there are more problems now than there ever were. We are quick to condemn but no one will get involved enough to make the decision in the first place. We will soon have to face the fact that bikers are such an individualized group, no one man will ever please us all. We have to get one man in front and then we have to support him until a better man can be found. We can't just keep on bringing in new faces only to stop them before they can get started on their plans. A leader has to be able to make some decisions without being questioned by the whole membership.

The same thing happened at the national ABATE meeting in Sacramento. The head of ABATE made a decision to get the national ABATE going He didn't fiddle-f--- around like you and I do. He just up and appointed a man to do the job. But an elected steering committee ended it before it was started. I was there, and I was one of the ones who stopped it. Maybe I was wrong, I don't know. What I do know is, the head of ABATE made a decision and it was his right to do so. Maybe we should have gone along with it until he was proved wrong.

The day of the individual and his freedom is fast disappearing. It is time for all of us, street bikers, dirt bikers, road racers and drag bikers, to get our shit together and do something. *Anything*. But damnit, let's get rolling! Let's get the AMA so big that they will honestly represent *all* bikers. Let's get ABATE rolling strong, and the local associations too. MMA, NYMRO and GPMA.

But most of all get yourself rolling. Join any biker association. Don't sit there and think about it. Do it. If you need any help as to what club to join, drop us a line and we will send you a list.

As some non-riding nerd once said, "Now is the time for all good men to come to the aid of their brothers," or something like that. ●

Good-bye Suzuki... Hello Sachs

For the past three years, we have had the pleasure of creating and producing the race-win ads for U.S. Suzuki. We had a lot of fun with creative ideas and award winning graphics. We have thoroughly enjoyed the relationship with all the great people at Suzuki.

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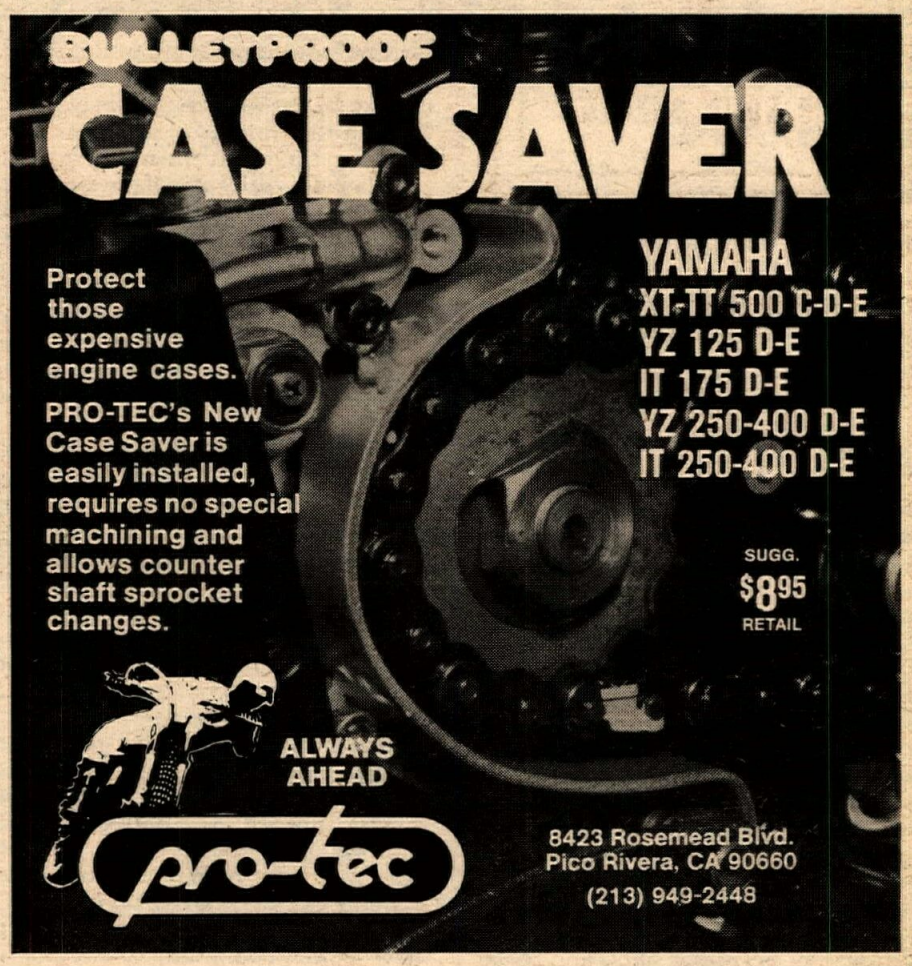

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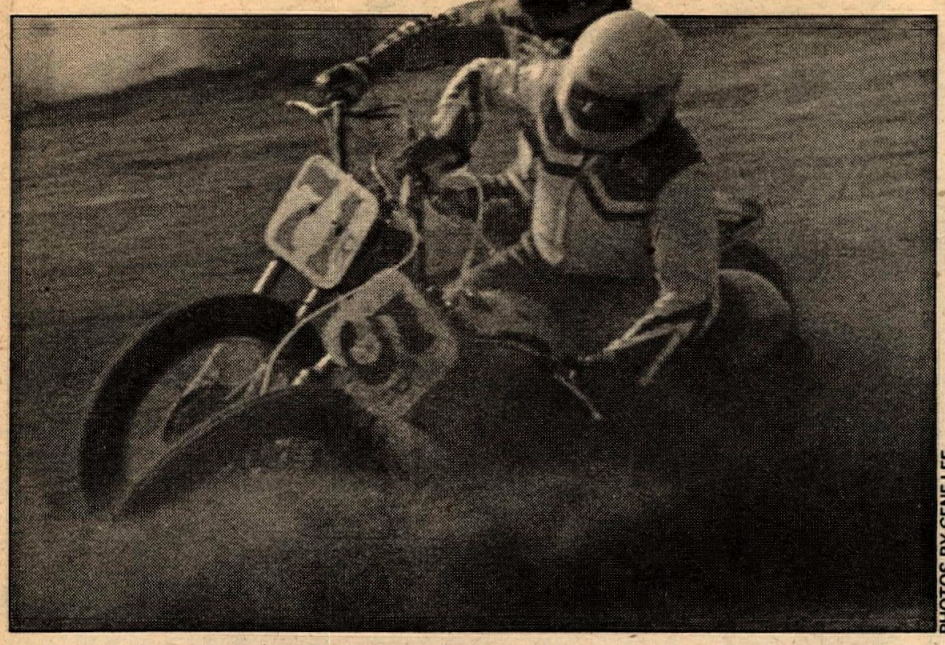

PHOTOS BY GENE LEE

(Above) Open Experts Bob Sanders (5R) and Steve Fortune battle at Perris. (Below) The 500s hit the first corner. Number 13 is out of step.

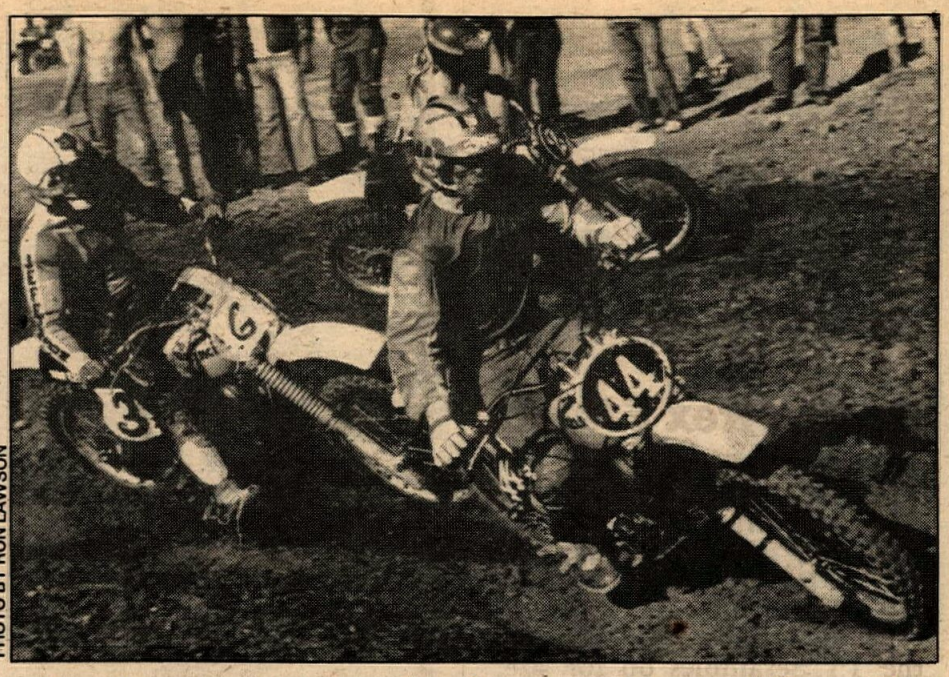

PHOTO BY RON LAWSON

DeAnza 125cc Pro class winner Clint Carman leads Andrew Jefferson (G).

End of Year Scrambles

By Maureen Lee

PERRIS, CA, DEC. 11

It was the last scrambles of the year with the Gripsters hosting, and what a day! We haven't had such a close points race in a long while. Riders fell more than usual in their eagerness, although the track was superbly prepared.

The Mini class started wrong first race of the day. Starter Ed Drechsler gave them a restart and Curtis Cannon won that one. Second round the track had just been watered and riders were really slippin', slidin' and fallin' down, but Michael Kirby stayed up and won it. Darren Hulbert won the last moto and his combined points gave him the overall win.

Steve Polson and Bud Carroll have gone at it all season for that number one 125cc Junior-Expert plate and it went down to the wire.

First moto Bobby Garabedian got away running in front, and run he did. Steve Griffith held onto second for a while until Carroll got away from changing places with Polson and took it over.

Round two Carroll went out front and although you knew they all wanted to go quicker, they remembered the track was freshly watered and controlled their eagerness. Garabedian came up alongside Bud at one point but Carroll held his advantage; Polson found one of the wet spots in turn one and came off. Jay Bales, who has also been right there in the front all season, was now changing his line at the top of the hill each lap and really putting pressure on Bud. But he just couldn't get the extra drive to pass.

Last moto and off they went, with Carroll securing the lead. Polson tried to better his position after he got caught in the first turn scramble. The number one plate rested on that moto. Polson rushed up with Jay Bales right with him and both got past Carroll, who settled for third while Jay took the win. Unofficially, the number one is Carroll's but Steve came so close we wish there was a plate that could say "One-and-a-half" or something!

Now those 500cc Experts! It took almost ten minutes to get the first moto away. The referee finally had to warn some of them, "Just jump that second line once more and you're out, period." That restored a little order, even Mike Myers managed to cool it and get off smoothly.

Up at the top of the hill all kinds of things happened. Rex Hailey came off and was just getting up as another rider hit him hard, knocking him spinning (his Bell now has a hole in it). While the melee was going on up there Steve Tinsley could hear Charles Petty screaming, "Steve, stop! stop!" Petty had his foot jammed up behind Steve's seat!

Next moto they were just a tad better. This time it was Mike Montgomery rolling around in the dirt top of the hill. A couple of laps later on the restart he was down again. Myers won it with two seconds and a first. Don Frauenberger, locked into his own points battle, got second and Tom Heard third. Rex came back after that stunning crash to win the second moto (in a borrowed helmet) and got fourth overall. Ah, you big bore riders always make my day.

Odds 'n' Ends. 125cc Novice David Hulbert, who isn't tall enough yet to het his foot down comfortably to "TT" a corner, practiced standing up ala motocross down the straight, going deep into turn one, up to the tires and berm shooting off the edge...hurray for the sound of Bill Bartels' little 250cc Harley in the Novice class...he could almost drown out the ringdings...Ben Myer and Greg Sargent had a good one going same class with Myer knowing a little faster way to get around the turn one sweeper. Joe Steffen won the 250cc Expert with three straight but not without some earnest attempts from Danny Perkins, Jay Bales, and Dylan Neihart. The 500cc Novice main was good...Dave Skirvin led for a while but Gary Johndro came up through the pack to end second with Jim Morris doing real well to take over the lead and keep it.

Results

MINI COMBO: Darren Hulbert (Suz), Jimmy Rosa (Yam), Michael Kirby (Yam).
125cc NOV. MOTO: Brian Burch (Yam), Mario Ayers (Yam), Steve Smith (Yam).
125cc AM/EX MOTO: Charles Carroll (Yam), Jay Bales (Yam), Bobby Garabedian (Yam).
250cc NOV MOTO: Greg Sargent (Yam), Rick Blankenship (Kaw), Dana Peters (Suz).
250cc AM MOTO: Chris Cannon (Yam), Mark Cain (Suz), Scott Polson (Yam).
250cc EX MOTO: Joe Steffen (Yam), Jay Bales (Yam) Terry Statum (Yam).
500cc OPEN NOV MAIN: James Morris (Yam), Gary Johndro (Yam), David Skirvin (Yam).
500cc OPEN AM MOTO: Joel Windham (Yam), Pat Dobbins (Tri), Vince Landry (Yam).
500cc EX MOTO: Mike Myers (Yam), Don Frauenberger (Yam), Tom Heard (Yam).
OPEN EX MOTO: Steve Fortune (H-D), Steve Miller (Yam), Bill Bartels (H-D).

Jean and his Cross Up machine take CRC DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, DEC. 4

Cross Up rider Danny Jean (Suz) pulled off a close win at CRC DeAnza motocross in spite of rough competition Sunday from Robbie Brand (Yam). In the first 250cc Pro moto, Jean and Brand ran third and fourth off the line. By lap three they had both displaced Mike Brown (Suz) and Larry Ripley (Yam) and were dicing for the lead. In the early laps, the top position went back and forth, but later it stabilized with Brand in control. Ripley trailed in third while a closer battle was taking place for fourth. It was a Victorville vs. Redlands' duel as Mike Brown (Suz/Vict.) fought off Dave Ohl (Suz/Red.). As the end approached, both Jean and Ohl were successful in passing their rivals. The checkered flag saw Jean first then Brand, then Ripley, followed by Ohl and Brown.

In the next moto, it was Jean from start to finish. Brand was never far behind but couldn't put out enough to get around the Suzuki rider. Ripley took third once more, ahead of Dave Hopkins (Hus) and Brown.

125cc Experts held another close battle. Clint Carman (Suz) took the Redlands Suzuki banner to a narrow victory over Drew Nelson (Suz), who usually campaigns the 250cc class, and Victorville Suzuki's Andrew Jefferson (Suz). Carman led the first moto from the start, but Nelson and Jefferson were close.

In moto two, Nelson led briefly, but Carman once again came out on top. In the overall standings it was Carman, Nelson, Jefferson, Craig Lee (Suz) and Dave Vicioso (Suz).

In the Open Pro class, Don Simonian (Suz) had an impressive two-moto victory. He never shared the lead with anyone in either race. Second and third overall went to Norm Bigelow (Suz) and Rich Mark (Hus).

This was the last race in the Shop Challenge that started in October at 395 Cycle Park. The whole thing started when Nick Brajevich, part owner of Victorville Suzuki, came up with the idea of having a match race with Redlands Suzuki. When Lane Hodgin, of Redlands, agreed, they set up a series of races at DeAnza and 395. Rider turnout from both shops was enormous. Even Nick and Lane were amazed at how quickly people were jumping on the bandwagon. Within the four races, well over 100 different riders, and who-knows-how-many supporters came out of the woodwork to show loyalty for one shop or another.

When the whole thing was over and the points were tallied, it came out to 38 individual races won by Redlands and 21 taken by Victorville (and one race split). Redlands had won, but in the end that didn't seem to matter because everyone involved had a good

time and that's what the whole thing was all about. To show their appreciation for all people that had given their support, Lane and Nick put together a trophy presentation at "Pizza & Stuff" in Redlands. They gave away trophies to the overall winners in each and every class, plus a case of Golden Spectro oil to the holders of lucky tickets, not to mention lots of free pizza and beer.

Results in Results Section.

Rocket Rex Staten wins Perris TT

By Phil Wulff

PERRIS, CA, NOV. 26

Motocrosser Rocket Rex Staten came to Perris Raceway and tried the TT Scrambles on for size, winning the Open Expert class. Later, Staten said, "This is the most fun I've had in a long time! I really like your track."

Staten started out riding a 250 Yamaha mono, found it wasn't to his liking and borrowed a 400 Yamaha.

John Sperry (Suz) took the first Open Expert moto, with Joe Steffen (Yam) second and Staten third. Staten started the second moto with a big holeshot. He was chased by Sperry, Steffen and Tom Heard. Staten kept his big lead, with Sperry second and Steffen third.

The third moto saw the tables turned with Steve Miller (750 Yam) getting the holeshot with Heard (500 Yam) in second. Sperry and Staten caught up with the leaders on the second lap. Staten chased Sperry right past the two leaders, then nudged by Sperry on the last lap for first overall. Sperry was second with Steffen third.

It was really a mob scene when the 250cc Amateur/Expert class arrived at the first corner. The Experts came out on top with Sam Burns (Yam) in first, trailed by John Sperry (Suz) and Jay Lewis (Suz).

The second moto had Sperry in front at the start, followed by Burns. Burns only followed for three laps, then took the lead. Sperry switched the order in the final moto, taking the lead two laps into the race. Overall winner Burns was second with Jay Lewis third.

In short track action, Curtis Cannon came out to give Rob Hassey (Yam) a run for his money in the Mini class. Hassey took first overall, but only after losing one moto to Cannon and being pressed in the other two. Cannon took second with Steve Riggs (Kaw) third.

Results in Results Section.

Grigsby, Lawson share Corona dough

By Elaine Jones

CORONA, CA, NOV. 30

Eddie Lawson and Don Grigsby were the head honchos at Corona when Grigsby claimed the TT and Lawson, in a battle with Grigsby, emerged the victor on the half mile. It was "T Bone" Grigsby off the line first in the half mile with Lawson in second and Pete Hames in third. Lawson, aboard the big Harley for the second week, hung back for one lap before he powered by Grigsby's

(Continued on page 30)

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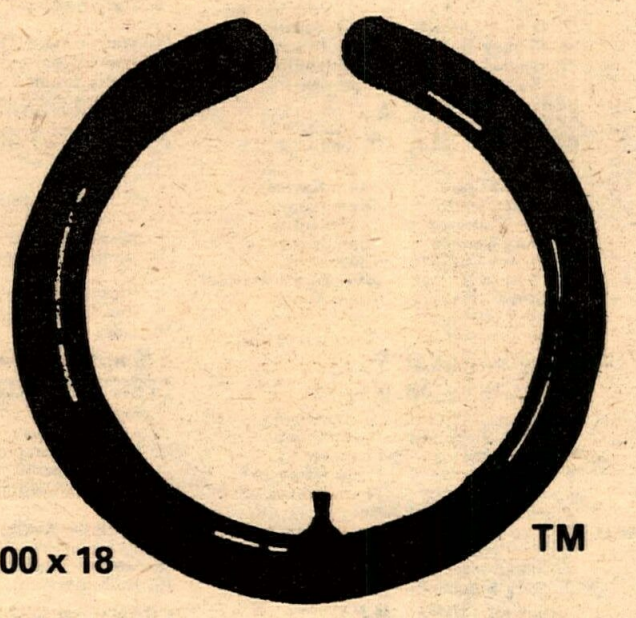

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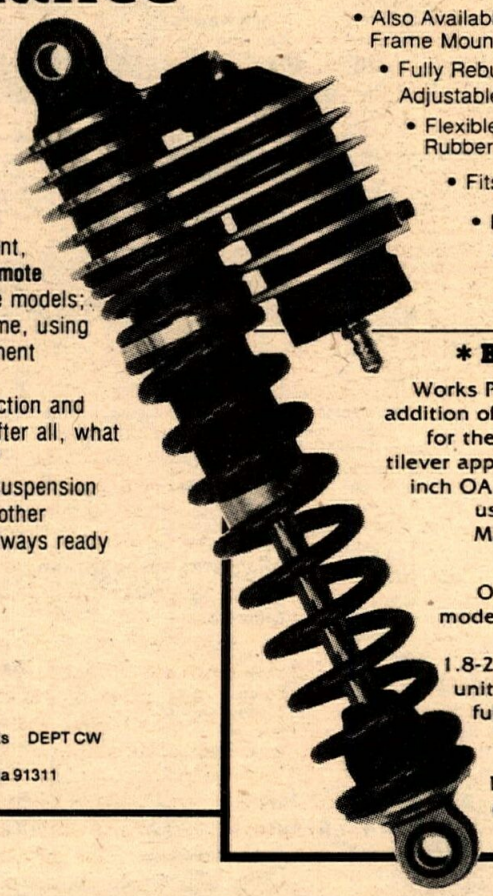

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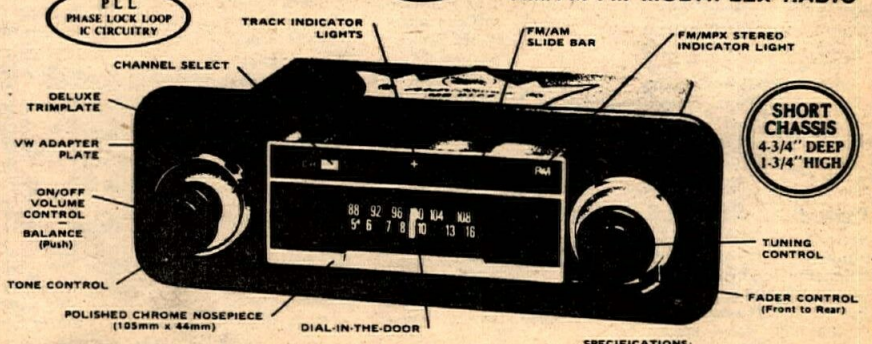

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BEL-RAY RIDERS DOMINATE THE W

ATLANTA SUPERCROSS, GA March 5, 1977

1.	Bob Hannah	Team Yamaha
2.	Jim Pomeroy	Team Honda
3.	Jim Ellis	Team Can-Am
4.	Tony DiStefano	Team Suzuki
5.	Steve Stackable	Team Maico
6.	Chuck Sun	Team Husqvarna
7.	Rick Burgett	Team Yamaha
8.	Danny LaPorte	Team Suzuki
9.	Tony Summey	Yamaha
10.	Marty Tripes	Harley-Davidson

DAYTONA SUPERCORSS FL March 12, 1977

1.	Bob Hannah	Team Yamaha
2.	Jimmy Ellis	Team Can-Am
3.	Kenny Zahrt	Team Bultaco
4.	Kent Howerton	Team Husqvarna
5.	Terry Clark	Team Kawasaki
6.	Jim Pomeroy	Team Honda
7.	Danny LaPorte	Team Suzuki
8.	Pierre Karsmakers	Team Yamaha
9.	Monte McCoy	Suzuki
10.	Chuck Sun	Team Husqvarna

ASTRODOME SUPERCROSS HOUSTON, TX March 18, 1977

1.	Tony DiStefano	Team Suzuki
2.	Jim Pomeroy	Team Honda
3.	Bob Hannah	Team Yamaha
4.	Jeff Jennings	Team Suzuki
5.	Steve Wise	Moto-X-Fox Suzuki
6.	Gaylon Mosier	Team Maico
7.	Kent Howerton	Team Husqvarna
8.	Steve Stackable	Team Maico
9.	Mickey Boone	Suzuki
10.	John Savitski	Suzuki

DALLAS SUPERCROSS TX March 26, 1977

1.	Bob Hannah	Team Yamaha
2.	Jim Pomeroy	Team Honda
3.	Steve Stackable	Team Maico
4.	Marty Smith	Team Honda
5.	John Savitski	Suzuki
6.	Gaylon Mosier	Team Maico
7.	Frank Stacy	Penton
8.	Tommy Croft	Team Honda
9.	Danny LaPorte	Team Suzuki
10.	Steve Wise	Moto-X-Fox Suzuki

PONTIAC SUPERCROSS, MI April 2-3, 1977

4/2/77

1.	Bob Hannah	Team Yamaha
2.	Tony DiStefano	Team Suzuki
3.	Jim Pomeroy	Team Honda
4.	Kent Howerton	Team Husqvarna
5.	Marty Smith	Team Honda
6.	Jimmy Ellis	Team Can-Am
7.	Mickey Kessler	Montesa
8.	Don Kudalski	Can-Am
9.	Gaylon Mosier	Team Maico
10.	Rick Burgett	Team Yamaha

4/3/77

1.	Bob Hannah	Team Yamaha
2.	Tony Distefano	Team Suzuki
3.	Jimmy Ellis	Team Can-Am
4.	Gaylon Mosier	Team Maico
5.	Kent Howerton	Team Husqvarna
6.	Chuck Sun	Team Husqvarna
7.	Danny LaPorte	Team Suzuki
8.	Tony Summey	Yamaha
9.	Marty Smith	Team Honda
10.	Don Kudalski	Can-Am

POPEYE'S SUPERCROSS NEW ORLEANS, LA. June 4, 1977

1.	Marty Smith	Team Honda
2.	Bob Hannah	Team Yamaha
3.	Jim Ellis	Team Can-Am
4.	Tommy Croft	Team Honda
5.	Jim Weinert	Team Kawasaki
6.	Jim Pomeroy	Team Honda
7.	Kent Howerton	Team Husqvarna
8.	Mickey Boone	Suzuki
9.	Tony DiStefano	Team Suzuki
10.	Steve Wise	Moto-X-Fox Suzuki

SUPERBOWL OF MOTOCROSS LOS ANGELES, CA July 9, 1977

1.	Jim Weinert	Team Kawasaki
2.	Marty Smith	Team Honda
3.	Steve Stackable	Team Maico
4.	Mike Bell	D.G. Yamaha
5.	Danny LaPorte	Team Suzuki
6.	Gaylon Mosier	Team Maico
7.	Bob Hannah	Team Yamaha
8.	Tommy Croft	Team Honda
9.	Chuck Sun	Team Husqvarna
10.	Marty Tripes	Team Harley-Davidson

COCA-COLA SUPERCROSS ANAHEIM, CA November 12, 1977

1.	Bob Hannah	Team Yamaha
2.	Jim Pomeroy	Team Honda
3.	Tommy Croft	Team Honda
4.	Gaylon Mosier	Team Maico
5.	Marty Smith	Team Honda
6.	Marty Tripes	Team Harley-Davidson
7.	Chuck Sun	Team Husqvarna
8.	Jim Weinert	Team Kawasaki
9.	Tony DiStefano	Team Suzuki
10.	Warren Reid	Team Honda

AMA SUPERCROSS SERIES OVERALL

1.	Bob Hannah	Team Yamaha
2.	Jim Pomeroy	Team Honda
3.	Gaylon Mosier	Team Maico
4.	Jim Ellis	Team Can-Am
5.	Marty Smith	Team Honda
6.	Steve Stackable	Team Maico
7.	Tony DiStefano	Team Suzuki
8.	Kent Howerton	Team Husqvarna
9.	Tommy Croft	Team Honda
10.	Chuck Sun	Team Husqvarna

125cc NATIONAL MX HANGTOWN, CA April 10, 1977

1.	Danny LaPorte	Team Suzuki
2.	Pat Richter	Moto-X-Fox Yamaha
3.	Gary Ogden	FMF Suzuki
4.	Steve Wise	Moto-X-Fox Honda
5.	Warren Reid	Team Honda
6.	Arlo Englund	Husqvarna
7.	John Savitski	Suzuki
8.	Broc Glover	Team Yamaha
9.	Bill Joyce	Suzuki
10.	Mike Guerra	Husqvarna

125cc NATIONAL MX KEITHSBURG, IL June 12, 1977

1.	Bob Hannah	Team Yamaha
2.	Danny LaPorte	Team Suzuki
3.	Broc Glover	Team Yamaha
4.	Gary Ogden	FMF Suzuki
5.	Warren Reid	Team Honda
6.	Chuck Sun	Team Husqvarna
7.	Arlo Englund	Husqvarna
8.	Tony Wanket	Yamaha
9.	Steve Wise	Moto-X-Fox Honda
10.	Koji Masuda	Team Suzuki

125cc NATIONAL MX MIDLAND, MI June 19, 1977

1.	Bob Hannah	Team Yamaha
2.	Broc Glover	Team Yamaha
3.	Jim Weinert	Team Kawasaki
4.	Danny LaPorte	Team Suzuki
5.	Steve Wise	Moto-X-Fox Honda
6.	Gary Ogden	FMF Suzuki
7.	Pat Richter	Moto-X-Fox Yamaha
8.	Mike Guerra	Team Husqvarna
9.	Chuck Sun	Team Husqvarna
10.	Warren Reid	Team Honda

125cc NATIONAL MX HOUSTON, TX June 26, 1977

1.	Broc Glover	Team Yamaha
2.	Steve Wise	Moto-X-Fox Honda
3.	Danny LaPorte	Team Suzuki
4.	Bob Hannah	Team Yamaha
5.	Mark Barnett	Suzuki
6.	Warren Reid	Team Honda
7.	Pat Richter	Moto-X-Fox Yamaha
8.	Bill Joyce	Suzuki
9.	Jim Weinert	Team Kawasaki
10.	Ron Turner	Yamaha

125cc NATIONAL MX ST. JOSEPH, MO July 3, 1977

1.	Bob Hannah	Team Yamaha
2.	Broc Glover	Team Yamaha
3.	Warren Reid	Team Honda
4.	Danny LaPorte	Team Suzuki
5.	Mark Barnett	Suzuki
6.	Bill Grossi	Team Suzuki
7.	Jim Weinert	Team Kawasaki
8.	Chuck Sun	Team Husqvarna
9.	Dan Turner	Honda
10.	Pat Richter	Moto-X-Fox Yamaha

125cc NATIONAL MX SAN ANTONIO, TX August 14, 1977

1.	Broc Glover	Team Yamaha
2.	Bob Hannah	Team Yamaha
3.	Danny LaPorte	Team Suzuki
4.	Mike Bell	Team Yamaha
5.	Warren Reid	Team Honda
6.	Mark Barnett	Team Suzuki
7.	Steve Wise	Team Suzuki
8.	John Savitski	Suzuki
9.	Koji Masuda	Team Suzuki
10.	Chuck Sun	Team Husqvarna

125cc NATIONAL MX SERIES OVERALL

1.	Broc Glover	Team Yamaha
2.	Danny LaPorte	Team Suzuki
3.	Bob Hannah	Team Yamaha
4.	Warren Reid	Team Honda
5.	Steve Wise	Team Suzuki
6.	Mark Barnett	Team Suzuki
7.	Pat Richter	Team Yamaha
8.	Gary Ogden	Suzuki
9.	Chuck Sun	Team Husqvarna
10.	Jim Weinert	Team Kawasaki

250cc NATIONAL MX HANGTOWN, CA April 10, 1977

1.	Marty Smith	Team Honda
2.	Jim Pomeroy	Team Honda
3.	Tony DiStefano	Team Suzuki
4.	Marty Tripes	Team Harley-Davidson
5.	Kent Howerton	Team Husqvarna
6.	Gaylon Mosier	Team Maico
7.	Gary Semics	Team Kawasaki
8.	Mickey Kessler	Montesa
9.	Tommy Croft	Team Honda
10.	Jim Ellis	Team Can-Am

250cc NATIONAL MX NASHVILLE, TN April 17, 1977

1.	Jimmy Ellis	Team Can-Am
2.	Tony diStefano	Team Suzuki
3.	Bob Hannah	Team Yamaha
4.	Jim Pomeroy	Team Honda
5.	Marty Smith	Team Honda
6.	Chuck Sun	Team Husqvarna
7.	Danny LaPorte	Team Suzuki
8.	Mickey Boone	Suzuki
9.	Steve Stackable	Team Suzuki
10.	Tommy Croft	Team Honda

250cc NATIONAL MX OMAHA, NE April 24, 1977

1.	Bob Hannah	Team Yamaha
2.	Kent Howerton	Team Husqvarna
3.	Marty Smith	Team Honda
4.	Tony DiStefano	Team Suzuki
5.	Rick Burgett	Team Yamaha
6.	Danny LaPorte	Team Suzuki
7.	Jim Pomeroy	Team Honda
8.	Chuck Sun	Team Husqvarna
9.	Gary Semics	Team Kawasaki
10.	Tommy Croft	Team Honda

250cc NATIONAL MX SOUTHWICK, MA May 1, 1977

1.	Marty Smith	Team Honda
2.	Jim Pomeroy	Team Honda
3.	Tony DiStefano	Team Suzuki
4.	Tommy Croft	Team Honda
5.	Rick Burgett	Team Yamaha
6.	Chuck Sun	Team Husqvarna
7.	Danny LaPorte	Team Suzuki
8.	Mickey Boone	Bassett Suzuki
9.	Gaylon Mosier	Wheelsmith Maico
10.	Kent Howerton	Team Husqvarna

250cc NATIONAL MX AXTON, VA May 15, 1977

1.	Tony DiStefano	Team Suzuki
2.	Jim Weinert	Team Kawasaki
3.	Marty Smith	Team Honda
4.	Jim Pomeroy	Team Honda
5.	Gary Semics	Team Kawasaki
6.	Danny LaPorte	Team Suzuki
7.	Gaylon Mosier	Wheelsmith Maico
8.	Steve Stackable	Team Maico
9.	Bob Hannah	Team Yamaha
10.	Chuck Sun	Team Husqvarna

250cc NATIONAL MX BUCHANNAN, MI May 22, 1977

1.	Tony DiStefano	Team Suzuki
2.	Steve Stackable	Team Maico
3.	Jim Pomeroy	Team Honda
4.	Jim Weinert	Team Kawasaki
5.	Tommy Croft	Team Honda
6.	Jim Ellis	Team Can-Am
7.	Bob Hannah	Team Yamaha
8.	Kent Howerton	Team Husqvarna
9.	Bill Grossi	Team Suzuki
10.	Gary Semics	Team Kawasaki

250cc NATIONAL MX MT. MORRIS, PA May 29, 1977

1.	Tony DiStefano	Team Suzuki
2.	Marty Smith	Team Honda
3.	Jim Ellis	Team Can-Am
4.	Jim Weinert	Team Kawasaki
5.	Kent Howerton	Team Husqvarna
6.	Danny LaPorte	Team Suzuki
7.	Chuck Sun	Team Husqvarna
8.	Steve Stackable	Team Maico
9.	Tommy Croft	Team Honda
10.	Jim Pomeroy	Team Honda

AMA 250cc NATIONAL MX SERIES OVERALL

1.	Tony DiStefano	Team Suzuki
2.	Marty Smith	Team Honda
3.	Jim Pomeroy	Team Honda
4.	Kent Howerton	Team Husqvarna
5.	Tommy Croft	Team Honda
6.	Jim Ellis	Team Can-Am
7.	Bob Hannah	Team Yamaha
8.	Chuck Sun	Team Husqvarna
9.	Danny LaPorte	Team Suzuki
10.	Gaylon Mosier	Team Maico

500cc NATIONAL MX WHITNEY, TX July 17, 1977

1.	Steve Stackable	Team Maico
2.	Kent Howerton	Team Husqvarna
3.	Marty Smith	Team Honda
4.	Bob Hannah	Team Yamaha
5.	Jim Pomeroy	Team Honda
6.	Rick Burgett	Team Yamaha
7.	Bill Grossi	Team Suzuki
8.	Gary Semics	Team Kawasaki
9.	Gaylon Mosier	Team Maico
10.	Rex Staten	Team Harley-Davidson

500cc NATIONAL MX WHITNEY, TX July 17, 1977

1.	Steve Stackable	Team Maico
2.	Kent Howerton	Team Husqvarna
3.	Marty Smith	Team Honda
4.	Bob Hannah	Team Yamaha
5.	Jim Pomeroy	Team Honda
6.	Rick Burgett	Team Yamaha
7.	Bill Grossi	Team Suzuki
8.	Gary Semics	Team Kawasaki
9.	Gaylon Mosier	Team Maico
10.	Rex Staten	Team Harley-Davidson

500cc NATIONAL MX ST. PETERS, MO July 23, 1977

1.	Marty Smith	Team Honda
2.	Tommy Croft	Team Honda
3.	Tony DiStefano	Team Suzuki
4.	Chuck Sun	Team Husqvarna
5.	Gary Semics	Team Kawasaki
6.	Bob Hannah	Team Yamaha
7.	Jim Pomeroy	Team Honda
8.	Rex Staten	Team Harley-Davidson
9.	Rick Burgett	Team Yamaha
10.	Pierre Karsmakers	Team Yamaha

500cc NATIONAL MX NEW BERLIN, NY July 31, 1977

1.	Marty Smith	Team Honda
2.	Tommy Croft	Team Honda
3.	Rex Staten	Team Harley-Davidson
4.	Tony DiStefano	Team Suzuki
5.	Danny LaPorte	Team Suzuki
6.	Kent Howerton	Team Husqvarna
7.	Bob Hannah	Team Yamaha
8.	Rick Burgett	Team Yamaha
9.	Gary Semics	Team Kawasaki
10.	Frank Stacy	Penton

500cc NATIONAL MX CHARLOTTE, NC August 7, 1977

1.	Bob Hannah	Team Yamaha
2.	Tony DiStefano	Team Suzuki
3.	Mickey Boone	Suzuki
4.	Steve Stackable	Team Maico
5.	Marty Smith	Team Honda
6.	Gaylon Mosier	Team Maico
7.	Pierre Karsmakers	Team Yamaha
8.	Gary Semics	Team Kawasaki
9.	Kent Howerton	Team Husqvarna
10.	Rich Eierstedt	Team Bultaco

500cc NATIONAL MX DALLAS, TX August 21, 1977

1.	Bob Hannah	Team Yamaha
2.	Steve Stackable	Team Maico
3.	Tommy Croft	Team Honda
4.	Gaylon Mosier	Team Maico
5.	Mickey Boone	Suzuki
6.	Gary Semics	Team Kawasaki
7.	Chuck Sun	Team Husqvarna
8.	Warren Reid	Team Honda
9.	Rex Staten	Team Harley-Davidson
10.	Marty Smith	Team Honda

500cc NATIONAL MX ST. PETERSBURG, FL August 28, 1977

1.	Tommy Croft	Team Honda
2.	Marty Smith	Team Honda
3.	Steve Stackable	Team Maico
4.	Kent Howerton	Team Husqvarna
5.	Mickey Boone	Team Suzuki
6.	Danny LaPorte	Team Suzuki
7.	Chuck Sun	Team Husqvarna
8.	Rich Eierstedt	Team Bultaco
9.	Rex Staten	Team Harley-Davidson
10.	Gary Semics	Team Kawasaki

A.M.A. 500cc NATIONAL MX SERIES OVERALL

1.	Marty Smith	Team Honda
2.	Bob Hannah	Team Yamaha
3.	Steve Stackable	Team Maico
4.	Tommy Croft	Team Honda
5.	Tony DiStefano	Team Suzuki
6.	Kent Howerton	Team Husqvarna
7.	Gary Semics	Team Kawasaki
8.	Rex Staten	Team Harley-Davidson
9.	Gaylon Mosier	Team Maico
10.	Rich Eierstedt	Team Bultaco

CHAMPION SPARK PLUG MOTORCYCLE CLASSIC FORMULA 750cc WORLD CHAMPIONSHIP LAGUNA SECA, CA September 11, 1977

1.	Skip Aksland	Yamaha
2.	Steve Baker	Team Yamaha
3.	Gregg Hansford	Team Kawasaki
4.	Gene Romero	Yamaha
5.	Dave Aldana	Yamaha
6.	Michael Baldwin	Yamaha
7.	Jimmy Morales	Yamaha
8.	Christian Sarron	Yamaha
9.	Sadao Asami	Yamaha
10.	John Long	Yamaha

FIM FORMULA 750cc ROADRACE WORLD CHAMPION

1.	Steve Baker	Team Yamaha

FIM 500cc ROADRACE WORLD CHAMPION

1.	Barry Sheen	Suzuki
2.	Steve Baker	Team Yamaha
3.	Pat Hennen	Suzuki
4.	John Cecotto	Team Yamaha
5.	Steve Parrish	Suzuki

125cc U.S.G.P. LEXINGTON, OH July 17, 1977

1.	Gaston Rahier	Team Suzuki
2.	Koji Masuda	Team Suzuki
3.	Pat Richter	Moto-X-Fox Suzuki
4.	Yury Khoudjakov	Team CZ
5.	Gary Ogden	FMF Suzuki
6.	Frank Stacy	Moto-X-Fox Suzuki
7.	Jiri Churavy	Team CZ
8.	Zdenek Uelky	Team CZ
9.	John Savitski	FMF Honda
10.	Gerard Rond	Yamaha

FIM 500cc WORLD MOTO-X CHAMPIONSHIP April 17, 1977 Austria

Roger DeCoster	Team Suzuki

HANG TEN/BEL-RAY 500cc U.S.G.P. CARLSBAD, CA June 19, 1977

1.	Gerrit Wolsink	Team Suzuki
2.	Heikki Mikkola	Team Yamaha
3.	Brad Lackey	Team Honda
4.	Tommy Croft	Team Honda
5.	Gaylon Mosier	Team Maico
6.	Tony DiStefano	Team Suzuki
7.	Herbert Schmitz	Team Maico
8.	Jaak VanVelthoven	Team KTM
9.	Rex Staten	Team Harley-Davidson
10.	Rich Eierstedt	Team Bultaco

July 3, 1977 Great Britain

Brad Lackey	Honda

August 28, 1977 Switzerland

Roger DeCoster	Suzuki

FINAL STANDINGS

1.	Heikki Mikhola	Team Yamaha
2.	Roger DeCoster	Team Suzuki
3.	Gerrit Wolsink	Team Suzuki
4.	Brad Lackey	Team Honda
5.	Herbert Schmitz	Team Maico
6.	Hokan Anderson	Team Montesa
7.	Jaak VanVelthoven	Team KTM
8.	Graham Noyce	Team Maico
9.	Bengt Abeg	Yamaha
10.	Adolf Weil	Team Maico

500cc HOLAND MOTO-X CHAMPION

Gerrit Wolsink	Team Suzuki

500cc BELGIUM MOTO-X CHAMPION

Roger DeCoster	Team Suzuki

500cc GERMANY MOTO-X CHAMPION

Herbert Schmitz	Team Maico

1977 BAJA INTERNATIONAL ENSENADA, MEXICO June 9-11,

1st. Class 21 (250cc)

Bruce Ogilvie	Harley-Davidso

ZOAR OFF ROAD CHAMPIONSHI SPRINGVILLE, NEW YORK July

1st. Class 20 (125cc)

Dave Barrows	Suzuki

1st. Class 21 (250cc) & Overall

Bob Telaak	Yamaha

1st. Class 22 (500cc)

Richard Telaak	Yamaha

SCORE OFF ROAD WORLD CHAM RIVERSIDE, CALIF. August 27-2

1st. Class 21 (250cc)

Jeff Jennings	Suzuki

U.S. NATIONAL SPEEDWAY CHA COSTA, MESA, CA October 15,

1.	Mike Bast	Westlake
2.	Bruce Penhall	Jawa
3.	Steve Bast	Jawa
4.	Alan Christian	Westlake
5.	Mike Faria	Jawa
6.	Larry Shaw	Weilstreet
7.	Kelly Moran	Westlake
8.	Ron Preston	Westlake
9.	Bob Schwartz	Jawa
10.	Dennis Sigalos	Westlake

CALIFORNIA SPEEDWAY CHAM

Mike Bast	Westlake

FIM WORLD SPEEDWAY CHAM

Ivan Mauger	Jawa

AMA/NATC TRIALS SERIES

5/21/77 Pennsylvania

Lane Leavitt	Bultaco

5/22/77 New York

Marland Whaley	Honda

5/29/77 Michigan

Marland Whaley	Honda

6/25/77 Washington

Marland Whaley	Honda

7/2-3/77 California

Marland Whaley	Honda

10/2/77 Colorado

Marland Whaley	Honda

10/8/77 Oklahoma

Marland Whaley	Honda

10/9/77 Missouri

Marland Whaley	Honda

FINAL STANDINGS

1.	Marland Whaley	Honda
2.	Bernie Schrieber	Bultaco
3.	Don Sweet	Montesa
4.	Lane Leavitt	Bultaco
5.	Mike Griffitts	Montesa
6.	Curt Comer	Kawasaki
7.	Tom McKinney	Montesa
8.	Mark Eggar	Honda
9.	Jack Stites	Bultaco
10.	Jeff Fish	Montesa

ASTRODOME TT NATIONAL HOUSTON, TX January 28, 197

1.	John Hateley	Triumph
2.	Alex Jorgensen	BSA
3.	John Gennat	Triumph
4.	Bill Oliver	Triumph
5.	Steve Eklund	Yamaha
6.	Jay Springsteen	Harley-Davids
7.	Jim Rawls	Triumph
8.	Mickey Fay	Yamaha
9.	Ted Boody	Harley-Davids
10.	Kenny Roberts	Yamaha

ASTRODOME SHORT TRACK NA HOUSTON, TX January 29, 197

1.	Jay Springsteen	Harley-Davids
2.	Ted Boody	Harley-Davids
3.	Mike Kidd	Penton
4.	Steve Eklund	Yamaha
5.	Ken Roberts	Yamaha
6.	Corky Keener	Harley-Davids
7.	Steve Morehead	Yamaha
8.	Terry Poovey	Bultaco
9.	Randy Goss	Harley-Davids
10.	Scott Pearson	Yamaha

DAYTONA WORLD FORMULA 7 ROADRACE NATIONAL DAYTONA BEACH, FL March 1

750cc INTERNATIONAL CLASS

1.	Steve Baker	Team Yam
2.	Ken Roberts	Team Yam
3.	Takazumi Katayama	Yamaha
4.	Gregg Hansford	Kawasaki
5.	Gene Romero	Yamaha
6.	Warren Willing	Yamaha
7.	Christian Sarron	Yamaha
8.	Pat Evans	Yamaha
9.	Boet V. Dulmen	Yamaha
10.	Randy Cleek	Yamaha

250cc INTERNATIONAL CLASS

1.	Steve Baker	Team Yam
2.	Takazumi Katayama	Yamaha

WORLD OF MOTORCYCLE RACING.

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CHARLOTTE ROAD RACE NATIONAL
HARRISBURG, NC March 20, 1977

1.	Kenny Roberts	Yamaha
2.	Skip Aksland	Yamaha
3.	Gregg Hansford	Kawasaki
4.	Gene Romero	Yamaha
5.	Jim Allen	Yamaha
6.	Mike Baldwin	Yamaha
7.	**Phil McDonald**	**Yamaha**
8.	**Randy Cleek**	**Yamaha**
9.	**Wes Cooley**	**Yamaha**
10.	**Harry Cone**	**Yamaha**

SAN JOSE MILE NATIONAL, CA
May 15, 1977

1.	Gary Scott	Harley-Davidson
2.	Steve Eklund	Harley-Davidson
3.	Corku Keener	Harley-Davidson
4.	Ted Boody	Harley-Davidson
5.	Chuck Palmgren	Harley-Davidson
6.	Rex Beauchamp	Harley-Davidson
7.	**Bill Eves**	**Harley-Davidson**
8.	Skip Aksland	Harley-Davidson
9.	**Phil McDonald**	**Harley-Davidson**
10.	Mike Collins	Harley-Davidson

OKLAHOMA CITY, HALF-MILE NATIONAL, OK May 22, 1977

1.	Jay Springsteen	Harley-Davidson
2.	Ted Boody	Harley-Davidson
3.	Corky Keener	Harley-Davidson
4.	Hank Scott	Yamaha
5.	Ken Roberts	Yamaha
6.	**Terry Poovey**	**Harley-Davidson**
7.	Rickey Campbell	Harley-Davidson
8.	Steve Eklund	Harley-Davidson
9.	Gary Scott	Harley-Davidson
10.	John Johnson	Harley-Davidson

LOUISVILLE HALF-MILE NATIONAL, KY June 4, 1977

1.	Gary Scott	Harley-Davidson
2.	Steve Morehead	Harley-Davidson
3.	Jay Springsteen	Harley-Davidson
4.	Ted Boody	Harley-Davidson
5.	Corky Keener	Harley-Davidson
6.	Chuck Palmgren	Harley-Davidson
7.	Steve Eklund	Harley-Davidson
8.	Dave Sehl	Harley-Davidson
9.	Ken Roberts	Yamaha
10.	Gene Romero	Harley-Davidson

FULL HOUSE CLASSIC HALF-MILE NATIONAL
HARRINGTON, DE June 11, 1977

1.	Ted Boody	Harley-Davidson
2.	Jay Springsteen	Harley-Davidson
3.	Steve Morehead	Harley-Davidson
4.	Hank Scott	Harley-Davidson
5.	Mike Kidd	Harley-Davidson
6.	Doug Sehl	Harley-Davidson
7.	Dave Sehl	Harley-Davidson
8.	Gary Scott	Harley-Davidson
9.	**Garth Brow**	**Harley-Davidson**
10.	Scott Drake	Harley-Davidson

LACONIA ROADRACE NATIONAL
LOUDON, NH June 19, 1977
750cc EXPERT CLASS

1.	Ken Roberts	Yamaha
2.	Gary Nixon	Yamaha
3.	Skip Aksland	Yamaha
4.	Richard Schlachter	Yamaha
5.	Dale Singleton	Yamaha
6.	John Long	Yamaha
7.	**Wes Cooley**	**Yamaha**
8.	Doug Libby	Yamaha
9.	Alan Barbic	Yamaha
10.	Bob Wakefield	Yamaha

SUPERBIKE PRODUCTION CLASS

1.	**Ron Pierce**	**BMW**

HINSDALE TT NATIONAL
IL June 24, 1977

1.	Jay Springsteen	Harley-Davidson
2.	Gary Scott	Triumph
3.	Ted Broody	Harley-Davidson
4.	Steve Eklund	Yamaha
5.	Alex Jorgensen	BSA
6.	**Randy Goss**	**Harley-Davidson**
7.	Odell Davis	Bultaco
8.	Corky Keener	Harley-Davidson
9.	**Chuck Joyner**	**Triumph**
10.	Ted Davidson	Yamaha

CHARITY NEWSIES HALF-MILE NATIONAL
COLUMBUS, OH June 26, 1977

1.	Mike Kidd	Harley-Davidson
2.	Jay Springsteen	Harley-Davidson
3.	Steve Morehead	Harley-Davidson
4.	Corky Keener	Harley-Davidson
5.	Steve Eklund	Harley-Davidson
6.	Ted Boody	Harley-Davidson
7.	Doug Sehl	Harley-Davidson
8.	Dave Sehl	Harley-Davidson
9.	**Bubba Rush**	**Harley-Davidson**
10.	**Bill Shcaeffer**	**Harley-Davidson**

SAN JOSE HALF-MILE NATIONAL
CA July 2, 1977

1.	Mike Kidd	Harley-Davidson
2.	Ted Boody	Harley-Davidson
3.	Jay Springsteen	Harley-Davidson
4.	Steve Eklund	Harley-Davidson
6.	Hank Scott	Yamaha
6.	Ken Roberts	Yamaha
7.	**Randy Goss**	**Harley-Davidson**
8.	Steve Morehead	Harley-Davidson
9.	Mike Collins	Harley-Davidson
10.	Rex Beauchamp	Norton

CASTLE ROCK TT NATIONAL
WA July 9, 1977

1.	Randy Skiver	Triumph
2.	Ted Boody	Harley-Davidson
3.	Ken Roberts	Yamaha
4.	Gary Scott	Triumph
5.	Alex Jorgensen	BSA
6.	**Rick Hocking**	**Triumph**
7.	Charlie Brown	Triumph
8.	**Sonny Burres**	**Triumph**
9.	Brad Hurst	Triumph
10.	**Randy Goss**	**Harley-Davidson**

SEARS POINT ROADRACE NATIONAL
SONOMA, CA July 17, 1977

1.	Ken Roberts	Yamaha
2.	Skip Aksland	Yamaha
3.	Dale Singleton	Yamaha
4.	Gene Romero	Yamaha
5.	Ron Pierce	Yamaha
6.	Dave Aldana	Yamaha
7.	**Mike Cone**	**Yamaha**
8.	John Long	Yamaha
9.	**Wes Cooley**	**Yamaha**
10.	Roberto Pietri	Yamaha

ASCOT TT NATIONAL
GRADENA, CA July 23, 1977

1.	Gary Scott	Triumph
2.	Alex Jorgensen	BSA
3.	John Hateley	Triumph
4.	Jay Springsteen	Harley-Davidson
5.	Rick Hocking	Yamaha
6.	Steve Eklund	Yamaha
7.	**Randy Goss**	**Harley-Davidson**
8.	Ted Boody	Harley-Davidson
9.	Skip Aksland	Yamaha
10.	Walt Foster	Yamaha

AMA DUQUOIN MILE NATIONAL
ILLINOIS July 31, 1977

1.	Jay Springsteen	Harley-Davidson
2.	**Garth Brow**	**Harley-Davidson**
3.	Gary Scott	Harley-Davidson
4.	Corky Keener	Harley-Davidson
5.	Keith Ulicki	Harley-Davidson
6.	**Bill Schaeffer**	**Harley-Davidson**
7.	Steve Morehead	Harley-Davidson
8.	Steve Eklund	Harley-Davidson
9.	Hank Scott	Harley-Davidson
10.	**Bill Eves**	**Harley-Davidson**

SANTA FE SHORT TRACK NATIONAL
HINSDALE, IL August 12, 1977

1.	Steve Eklund	Yamaha
2.	**Terry Poovey**	**Bultaco**
3.	**Garth Brow**	**Bultaco**
4.	Ken Roberts	Yamaha
5.	Rick Hocking	Yamaha
6.	Ted Boody	Harley-Davidson
7.	Steve Elo	Yamaha
8.	Mike Kidd	Penton
9.	Skip Aksland	Penton
10.	**Tim Cartwright**	**Yamaha**

TERRE HAUTE MILE NATIONAL
INDIANA August 14, 1977

1.	Gary Scott	Harley-Davidson
2.	Corky Keener	Harley-Davidson
3.	Steve Eklund	Harley-Davidson
4.	**Bill Schaeffer**	**Harley-Davidson**
5.	Hank Scott	Harley-Davidson
6.	Ken Roberts	Yamaha
7.	John Johnson	Harley-Davidson
8.	Skip Aksland	Harley-Davidson
9.	**Garth Brow**	**Harley-Davidson**
10.	Gene Romero	Harley-Davidson

POCONO ROAD RACE NATIONAL
MT. POCONO, PN August 21, 1977

1.	Ken Roberts	Yamaha
2.	Skip Aksland	Yamaha
3.	Gary Nixon	Yamaha
4.	Mike Baldwin	Yamaha
5.	Jim Allen	Yamaha
6.	Dale Singleton	Yamaha
7.	Gene Romero	Yamaha
8.	Ron Mass	Yamaha
9.	Bob Rectenwald	Yamaha
10.	David Emde	Yamaha

INDIANAPOLIS MILE NATIONAL
INDIANA August 27, 1977

1.	Jay Springsteen	Harley-Davidson
2.	Mike Kidd	Harley-Davidson
3.	Chuck Palmgren	Harley-Davidson
4.	Corky Keener	Harley-Davidson
5.	**Bill Eves**	**Harley-Davidson**
6.	Gary Scott	Harley-Davidson
7.	Ted Boody	Harley-Davidson
8.	Gene Romero	Harley-Davidson
9.	Scott Drake	Harley-Davidson
10.	Steve Freeman	Harley-Davidson

INDIANAPOLIS MILE NATIONAL
INDIANA August 28, 1977

1.	Ted Boody	Harley-Davidson
2.	Hank Scott	Harley-Davidson
3.	**Garth Brow**	**Harley-Davidson**
4.	Steve Morehead	Harley-Davidson
5.	Skip Aksland	Harley-Davidson
6.	**Bill Eves**	**Harley-Davidson**
7.	Gene Romero	Harley-Davidson
8.	Steve Freeman	Harley-Davidson
9.	Rickey Campbell	Harley-Davidson
10.	Scott Drake	Harley-Davidson

MIDDLETOWN HALF-MILE NATIONAL
NEW YORK September 4, 1977

1.	Mike Kidd	Harley-Davidson
2.	Hank Scott	Harley-Davidson
3.	Gary Scott	Harley-Davidson
4.	Steve Eklund	Harley-Davidson
5.	Corky Keener	Harley Davidson
6.	Ted Boody	Harley-Davidson
7.	Ted Davidson	Yamaha
8.	Steve Freeman	Harley-Davidson
9.	Jay Springsteen	Harley-Davidson
10.	**Bill Schaeffer**	**Harley-Davidson**

SYRACUSE MILE NATIONAL
NEW YORK September 11, 1977

1.	Gary Scott	Harley-Davidson
2.	Hank Scott	Harley-Davidson
3.	Jay Springsteen	Harley-Davidson
4.	Corky Keener	Harley-Davidson
5.	Ted Boody	Harley-Davidson
6.	Steve Eklund	Harley-Davidson
7.	**Bill Eves**	**Harley-Davidson**
8.	Bill Crabbe	Harley-Davidson
9.	Doug Sehl	Harley-Davidson

LOUISVILLE HALF-MILE NATIONAL
KENTUCKY September 9, 1977

1.	Jay Springsteen	Harley-Davidson
2.	**Garth Brow**	**Harley-Davidson**
3.	Corky Keener	Harley-Davidson
4.	Steve Eklund	Harley-Davidson
5.	Rex Beauchamp	Harley-Davidson
6.	**Bill Eves**	**Harley-Davidson**
7.	Willie Crabbe	Harley-Davidson
8.	Scott Drake	Harley-Davidson
9.	Rickey Campbell	Harley-Davidson
10.	**Bill Shcaeffer**	**Harley-Davidson**

SAN JOSE MILE NATIONAL
CALIFORNIA September 25, 1977

1.	Skip Aksland	Harley-Davidson
2.	Hank Scott	Harley-Davidson
3.	Jay Springsteen	Harley-Davidson
4.	Mike Kidd	Harley-Davidson
5.	Gary Scott	Harley-Davidson
6.	Steve Eklund	Harley-Davidson
7.	Corky Keener	Harley-Davidson
8.	Rex Beauchamp	Harley-Davidson
9.	**Garth Brow**	**Harley-Davidson**
10.	Alex Jorgensen	Norton

RIVERSIDE ROADRACE NATIONAL, CALIF. October 2, 1977

1.	Ken Roberts	Team Yamaha
2.	Dave Aldana	Yamaha
3.	Steve McLaughlin	Yamaha
4.	Ron Pierce	Yamaha
5.	Bruce Hammer	Yamaha
6.	**Warren Willing**	**Yamaha**
7.	Ron Mass	Yamaha
8.	Gene Romero	Yamaha
9.	John Long	Yamaha
10.	Dale Singleton	Yamaha

ASCOT HALF-MILE NATIONAL
GARDENA, CA October 8, 1977

1.	**Garth Brow**	**Harley-Davidson**
2.	Jay Springsteen	Harley-Davidson
3.	David Aldana	Norton
4.	Rick Hocking	Yamaha
5.	**Randy Goss**	**Harley-Davidson**
6.	Ted Boody	Harley-Davidson
7.	Alex Jorgensen	Norton
8.	Ted Davidson	Yamaha
9.	**Bill Eves**	**Harley-Davidson**
10.	Dan McWhorter	Harley-Davidson

ASCOT PARK TT NATIONAL
GARDENA, CA October 7, 1977

1.	Gary Scott	Triumph
2.	Steve Eklund	Triumph
3.	Mike Kidd	Harley-Davidson
4.	Ted Boody	Harley-Davidson
5.	Rick Hocking	Yamaha
6.	Jay Springsteen	Harley-Davidson
7.	John Hateley	Triumph
8.	Alex Jorgensen	BSA
9.	**Terry Dorsch**	**Triumph**
10.	Corky Keener	Harley-Davidson

CAMEL PRO SERIES FINAL STANDINGS

1.	Jay Springsteen	Harley-Davidson
2.	Ted Boody	Harley-Davidson
3.	Gary Scott	Yam/H-D/Tri/OSSA
4.	Ken Roberts	Yamaha
5.	Steve Eklund	Yamaha/Harley-Davidson
6.	Corky Keener	Harley-Davidson
7.	Mike Kidd	Harley-Davidson/Penton
8.	Hank Scott	Yamaha/Harley-Davidson
9.	Skip Aksland	Yamaha/Harley-Daivdson
10.	**Garth Brow**	**Harley-Davidson**

CAMEL PRO SERIES RACE OF CHAMPIONS
POMPANO BEACH, FL October 23, 1977
RACE OF CHAMPIONS FINAL

1.	Jay Springsteen	Harley-Davidson
2.	**Garth Brow**	**Harley-Davidson**
3.	Ted Boody	Harley-Davidson
4.	Steve Eklund	Harley-Davidson
5.	Hank Scott	Harley-Davidson
6.	Gary Scott	Harley-Davidson
7.	Corky Keener	Harley-Davidson
8.	John Hateley	Harley-Davidson
9.	Chuck Palmgren	Harley-Davidson
10.	Doug Sehl	Harley-Davidson

EXPERT FINAL

1.	**Garth Brow**	**Harley-Davidson**

JUNIOR FINAL

1.	**Lance Jones**	**Triumph**

TRANS-AMA
LEXINGTON, OH September 25, 1977

1.	Roger DeCoster	Team Suzuki
2.	Marty Smith	Team Honda
3.	Jim Pomeroy	Team Honda
4.	Brad Lackey	Team Honda
5.	Gaylon Mosier	Team Maico
6.	Bob Hannah	Team Yamaha
7.	Tommy Croft	Team Honda
8.	Tony DiStefano	Team Suzuki
9.	Marty Tripes	Team Harley-Davidson
10.	Kent Howerton	Team Husqvarna

TRANS-AMA
AXTON, VA
October 2, 1977

1.	**Marty Smith**	**Team Honda**
2.	Bob Hannah	Team Yamaha
3.	**Roger DeCoster**	**Team Suzuki**
4.	**Jim Pomeroy**	**Team Honda**
5.	**Danny LaPorte**	**Team Suzuki**
6.	**Mickey Boone**	**Suzuki**
7.	**Steve Stackable**	**Team Maico**
8.	Tony Distefano	Team Suzuki
9.	**Brad Lackey**	**Team Honda**
10.	**Gary Semics**	**Team Kawasaki**

TRANS-AMA
UNADILLA, NY
October 9, 1977

1.	**Roger DeCoster**	**Team Suzuki**
2.	**Brad Lackey**	**Team Honda**
3.	**Tommy Croft**	**Team Honda**
4.	Andre Malherbe	KTM
5.	**Danny LaPorte**	**Team Suzuki**
6.	Bob Hannah	Team Yamaha
7.	Jim Ellis	Team Can-Am
8.	**Marty Smith**	**Team Honda**
9.	**Jim Pomeroy**	**Team Honda**
10.	Rick Burgett	Team Yamaha

TRANS-AMA
BUCHANAN, MI
October 16, 1977

1.	Bob Hannah	Team Yamaha
2.	**Jim Pomeroy**	**Team Honda**
3.	**Tommy Croft**	**Team Honda**
4.	**Marty Smith**	**Team Honda**
5.	**Brad Lackey**	**Team Honda**
6.	**Marty Tripes**	**Team Harley-Davidson**
7.	**Roger DeCoster**	**Team Suzuki**
8.	Rick Burgett	Team Yamaha
9.	**Gary Semics**	**Team Kawasaki**
10.	**Gerrit Wolsink**	**Team Suzuki**

TRANS-AMA
ST. PETERS, MO
October 23, 1977

1.	**Roger DeCoster**	**Team Suzuki**
2.	Bob Hannah	Team Yamaha
3.	**Marty Smith**	**Team Honda**
4.	**Tommy Croft**	**Team Honda**
5.	Tony DiStefano	Team Suzuki
6.	**Gerrit Wolsink**	**Team Suzuki**
7.	**Steve Stackable**	**Team Maico**
8.	**Danny LaPorte**	**Team Suzuki**
9.	Kent Howerton	Team Husqvarna
10.	Rick Burgett	Team Yamaha

TRANS-AMA
DALLAS, TX October 30, 1977

1.	**Roger DeCoster**	**Team Suzuki**
2.	Tony DiStefano	Team Suzuki
3.	**Brad Lackey**	**Team Honda**
4.	Kent Howerton	Team Husqvarna
5.	**Danny LaPorte**	**Team Suzuki**
6.	**Tommy Croft**	**Team Honda**
7.	**Marty Smith**	**Team Honda**
8.	**Jim Pomeroy**	**Team Honda**
9.	Bob Hannah	Team Yamaha
10.	**Gaylon Mosier**	**Team Maico**

TRANS-AMA
PUYALLUP, WA
November 6, 1977

1.	**Marty Smith**	**Team Honda**
2.	**Roger DeCoster**	**Team Suzuki**
3.	**Brad Lackey**	**Team Honda**
4.	Bob Hannah	Team Yamaha
5.	Tony DiStefano	Team Suzuki
6.	**Gaylon Mosier**	**Team Maico**
7.	Rick Burgett	Team Yamaha
8.	**Tommy Croft**	**Team Honda**
9.	**Jim Pomeroy**	**Team Honda**
10.	**Jim Weinert**	**Team Kawasaki**

TRANS-AMA
SONOMA, CA
November 20, 1977

1.	**Brad Lackey**	**Team Honda**
2.	Bob Hannah	Team Yamaha
3.	**Gaylon Mosier**	**Team Maico**
4.	**Roger DeCoster**	**Team Suzuki**
5.	**Jim Pomeroy**	**Team Honda**
6.	**Tommy Croft**	**Team Honda**
7.	**Herbert Schmitz**	**Team Maico**
8.	**Marty Smith**	**Team Honda**
9.	Tony DiStefano	Team Suzuki
10.	**Steve Stackable**	**Team Maico**

TRANS AMA SERIES OVERALL

1.	**Roger DeCoster**	**Team Suzuki**
2.	Bob Hannah	Team Yamaha
3.	**Marty Smith**	**Team Honda**
4.	**Brad Lackey**	**Team Honda**
5.	**Tommy Croft**	**Team Honda**
6.	**Jim Pomeroy**	**Team Honda**
7.	Tony DiStefano	Team Suzuki
8.	**Danny La Porte**	**Team Suzuki**
9.	**Gaylon Mosier**	**Team Maico**
10.	**Steve Stackable**	**Team Maico**

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Frank Hicks
Jerry Booth
Maynard Idleman
Bill Onga
Ray Nelson
John and Bippie McClure
Hal Jensen
Billy Hilton
Ron Neubauer
Paul Skidmore
Dick King
Wayne Spratt
Roy McGill
Gene Higginbotham
Wes Kautzman
Bob Morgan
Gene Nunes
Robert Porter
Bob Phinny
Jim Saitone
Jack Lewis
Elmer Krause
John Rice
Dave McCoy
J. Moroney
Ron Miller
Marvin Olson
Gerry Steiner
Sam Jones
Blackie Lewis
Bob Millner
Carl Casanova
Richard Vervel
Robert Klatt
William Ryan
Kid Coffman
Bill Lyons
Monte James
J.D. Bray
Ron Brown
Bill Naylor
Bill Downey
Jim Geddes
Ben and Fred Sessions
Doc Campbell
Maico Joe McKenzie
Dick Poulin
Bill and Don McCandless
Bob Derry
Don Taylor
Ralph Ormsbee
Peter Jouflas
Jordan Krusoff
Carl Conrad
Doyle Workman
Peter Conrad
Norman Green
T.W. Conway
Curt Knight
Dennis Pillar
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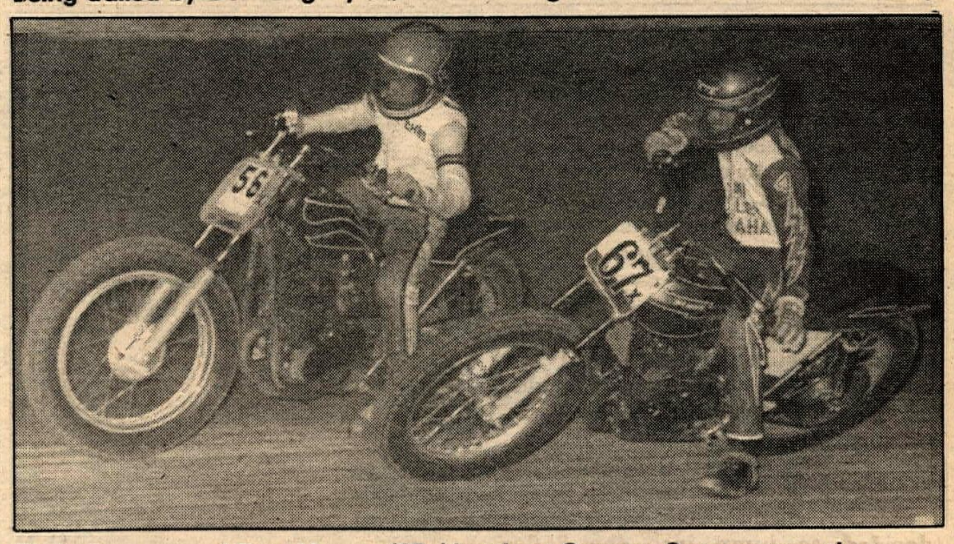
PHOTOS BY WIZARD RACING PHOTOGRAPHY

Wayne Rainey (182E) won three of four purse events at Corona. Here he's being trailed by Don Grigsby (1), Mike Minnig (119R) and Chris Cannon (56X).



Chris Cannon and Pete Hames (67x) battle at Corona. Cannon won the 250cc Expert TT and Hames won the 250cc Expert half mile.

(Continued from page 27)

smaller machine and took over the lead. Grigsby came back strong and was never far out of it.

Back in the pack Wayne Rainey, after a bad start was working his way through traffic and on the fourth lap got by Hames to take over third. On the seventh lap Rainey ran into problems as his bike overheated, forcing him to pull into the pits and watch the rest of the race from the sidelines. Scott Dinkins moved into fourth and was able to hold off Vince Mead to the checkered.

Grigsby had no trouble going wire to wire in the Money TT. It may not be so easy the next time as second place Chris Cannon, his first time out with the Money boys put on one fine ride as he challenged T Bone. Ammex-mounted Craig Dale was third.

Dylan Neihart came from behind in the Open Amateur/Expert half mile to take the lead away from Steve Monger. Monger was second while Bobby Butt rounded out the field with third.

Eddie Drake had everything working for him in the Open Amateur/Expert TT and left the rest of the hassling to the guys behind him. Clark Jones came off the line second and was able to hold it all the way.

Chris Cannon took the lead away from Dylan Neihart on the third lap in the 250cc Expert TT and no matter what Neihart tried, Cannon was there to block every move and come away with the win. Craig Dale was good enough for third.

"Speedy" Pete Hames went wire to wire in the 250cc Amateur/Expert half mile to continue his domination. Perkins was off second but one lap later Scott Dinkins took over from him. Perkins was in third for seven laps before problems took him out and Todd Brown moved into the show spot.

Bobby Garabedian and Steve Karsten shared the wealth in the 125cc Experts, with Karsten getting the nod on the TT and Garabedian taking the half mile.

Results in Results Section.

Rainey wins three out of four at Corona triple header

By Elaine Jones

CORONA, CA, DEC. 4

Wayne Rainey went home with a pocket full of dough he collected at the second Corona Raceway Triple Header. With so many Pros on hand, especially on the half mile, the officials split the half milers into two divisions, running all the 250cc in one division and the big boys in their own division.

The half mile Money race was a mind blower as four of them went at it tooth and toenail. It was Don "T Bone" Grigsby out on top when the flag dropped followed very closely by Rich Volk and Steve Fortune. Rainey was running far down the line in seventh. On the second lap Rainey had moved to fifth and by lap three he was

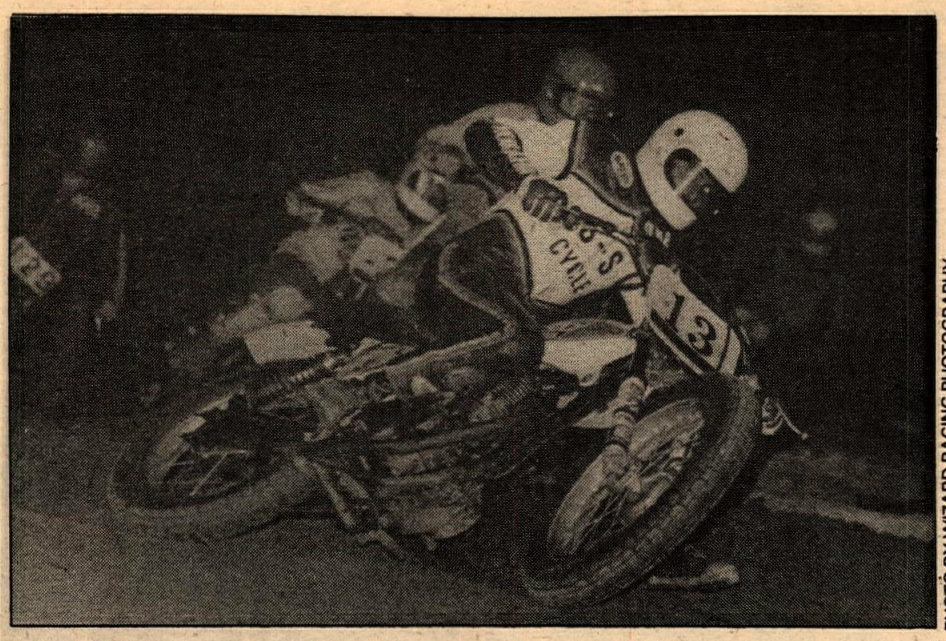


PHOTO BY WIZARD RACING PHOTOGRAPHY

Mike Montgomery steps to the front of the pack during an Elsinore TT race.

laying in fourth. It took Rainey two more laps to get by Summers and the same time he was making his move Volk had gotten under Grigsby to take over first. The seventh lap saw Rainey outpower Grigsby out of turn four and move to second. The battle was on as Volk, Rainey, Grigsby and Summers all hit turn four at the same time with Summers coming down extremely low and almost losing it as he got into the rough stuff. All four riders came out of the turn practically running dead even but it was Rainey who turned the wick up and got the lead with Volk second, Grigsby third and Summers fourth. One more lap around the park didn't change the order of things.

Rainey, when the half mile was split decided to jump into the 250cc division, too and the pressure wasn't nearly as great as he led it wire to wire. Don Tortorelli was second for four laps before he started coming high out of four and played tag with the wall. Pete Hames coming from fifth was there to slip underneath him and nailed down second while Tortorelli had to be content with third.

Rainey sewed up the Money short track never giving up the lead from start to finish. Tortorelli again came off in the second place slot followed by Charlie Summers and Don Grigsby. Tortorelli ran into problems on the third lap which dropped him out of contention and moved Summers and Fortune into the two, three spots. From there on out everyone held position and followed Rainey home.

Don Grigsby didn't go home empty handed, winning the Money TT. Charlie Summers blasted off the line in first with Steve Fortune in second and Grigsby in third. It took "T Bone" three laps to catch Summers, who was really hungry and cookin'. It was a drag race down the front side with Grigsby getting enough of an edge to take over first. Fortune's bike started going sour on the seventh lap and even though he nursed it he had to give it up on the next lap. Joe Steffen moved into third and got lucky on the white flag lap when Summers went down. At the checkered it was Grigsby, Steffen and Shawn Leipold.

Rich Volk had the Open Amateur/Expert in his hip pocket as he went wire to wire. Dylan Neihart was off in second but one lap later was out of it with a blown rod. Robert Butt moved into second and held it for three before his engine went sour and Jerry Peters moved to second. Peters' hold on second was short-lived when he went down and Pat Dobbins was there to take it over. Dobbins broke the jinx and collected the second with Peters third.

Pete Hames lost a heartbreaker in the 250cc Expert half mile. Hames led the race from the start and on the fifth lap he highsided between the first and second turns which left the door wide open for Chris Cannon to take over the lead and the win with Todd Brown second and Terry Singleton third.

Dylan Neihart had his name all over the 250cc Amateur/Expert TT as the young Fontana rider rode a smart race that gave him the win. Mark Butler got off in second but Mike Hale made short work of him and he seemed to have second locked up until Ben Meyer put a move on him in the last lap that dropped him to third.

Todd Brown, the oval specialist, proved it as he sailed to victory in the 250cc Expert short track. Terry Singleton, aboard his Gary Jones-sponsored Ammex, gave him a run for his money but couldn't catch the Ontario ace. Craig Martin rounded out the field with third.

Bobby Garabedian completely dominated the 125ec Experts riding three and winning three. Ross Klatt and Rob Ely were two, three on the short track and reversed the order on the half mile while Jake Billings and Klatt shared the bridesmaid honors on the TT.

Results in Results Section.

Windham wails at Elsinore TT

By Andi Gangewer

ELSINORE, CA, DEC. 3

Joel Windham was the man about town at Elsinore Raceway's Saturday night TT. He captured the first in the Special Expert class and the Open Experts.

Moto one of the Open Expert race, Steve Miller pulled the holeshot and led for two laps with Windham right behind. On lap three, Windham came off the jump on the inside and stepped out in the lead position. Don Frauenberger followed in third.

The second race, Joel got the jump and let his Yamaha lead the way. Mike Montgomery out of San Diego was back after a short convalescence to take care of some bumps and bruises. Montgomery got off in second, but in his absence the other Open Experts had a better chance to get in the practice so vital to a winning record.

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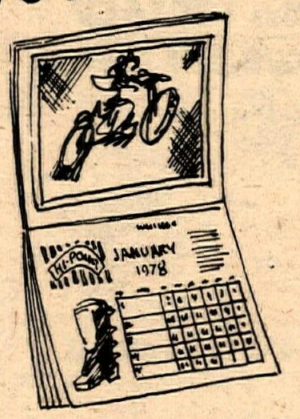

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by BASSETT

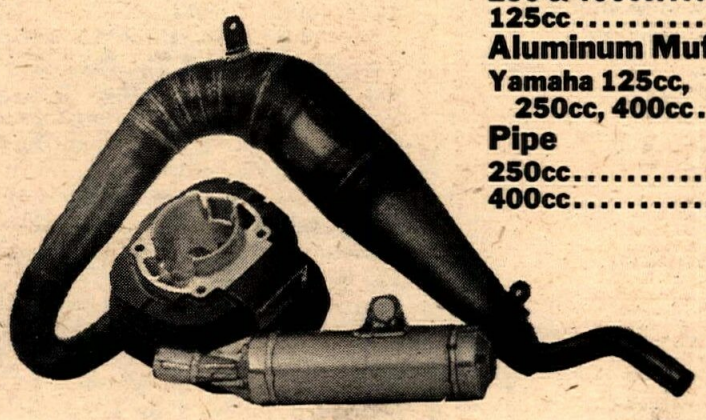

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PHOTO BY JERRY GOLDSTEIN

Chris Chaffee took the 500cc Pro class at Speedway 117, topping Max Maple (hidden) in both motos.

Frauenberger whizzed past Mike to steal away his second and Mike Montgomery from San Jacinto followed suit to hold San Diego's Montgomery to a fourth.

Mike (San Diego) was going to give the final Open Amateur/Expert race all he had, and he did just that. Steve Miller was right on his heels with Frauenberger right on him. Joel Windham pulled off the win and Frauenberger was second with Miller placing third overall.

Windam went on to capture the Special Expert race leaving Mike Montgomery (S.D.) and Dorothy Rowe to battle it out in this class. Dorothy had the lead every lap of moto one but Joel was really breathing down her neck. Montgomery was a close third.

Montgomery timed the start to a T and led lap one and only lap one of race two. Yep, it was wailin' Windham struting his stuff out front. Rowe had bike trouble and pulled off on lap one. Bud Wanbaugh, aboard a 250cc Bultaco (only because of a sour 500cc Yam) clinched third.

The final race for the Experts, and the final race of the evening was Dorothy's. I don't know what kind of pit stop she made, but whatever she did she did it well. Mike was a close second but on lap three he left an opening for Joel to stuff his bike in to finish second. The overall finish went Windham, Rowe and Montgmery.

Results in Results Section.

Hess hot at Speedway 117 finale

By Rod Eschenburg

CHULA VISTA, CA, NOV. 30

Speedway 117 wound up its most successful motocross season in four years of CMC operation with a night race program highlighted by Pro rider Randy Hess. Hess won the 250cc class over new Pro Abian Lelevier and Dan Steele then backed it up with a second in the 125cc race behind tie-breaker winner Mike Tripes. Hess was Suzuki-mounted in both events.

New Pro Chris Chaffee took two convincing moto wins over Max Maple and Dan Steele to grab the 500cc class honors. Chaffee turned Pro in the final month of the Summer '77 Series and has a whirlwind three-straight victories for a second in class.

The Intermediate divisions all gave a preview of things to come in the 1978 season with new Intermediate class riders taking the 125 and 500cc classes. Matt Hope downed a fast field of youngsters in the 125cc class, Matt Carter of San Diego took two easy ones over Mark Day and second place summer series 500cc Junior rider Craig Infeld. Carter was a busy lad this summer as he consistantly campaigned in all three Junior classes and picked up finishes in the top five spots in both the 125s and 250s. In the 250cc class, second year Intermediate rider Donnie Campbell went two-for-two over Greg Meyers and Brayn Hart.

The Junior classes produced a show-stopper in the 250cc class as Loren Jarvis and Doug Jennings went at it for keeps in both motos. Jarvis' quick pass right at the checkered in the first moto has to rank in the all time top five passes ever seen at Speedway 117.

Speedway 117 Motocross racing will resume in March beginning with our 5th High School Motocross Championships.

Results in Results Section.

Mosier takes SSM win on factory Kawasaki

By Fred Pierce

ORANGE, CA, DEC. 13

Gaylon Mosier, riding a water-cooled factory Kawasaki took both wins in the Saddleback Saturday Motocross (SSM) 125cc Pro class with no noticeable objection from Drew Nelson or Rick Maki.

Gaylon took the holeshot in the first moto and never looked back while he built a 30-second lead over Tony Gomez and Drew Nelson. Tony ran into a problem when he crested the uphill and ran into a stalled bike, letting Nelson and Maki by while he tried to re-start. Gomez was then able to work his way back up and pass Maki for third while Gaylon wheelied away from Nelson for the win.

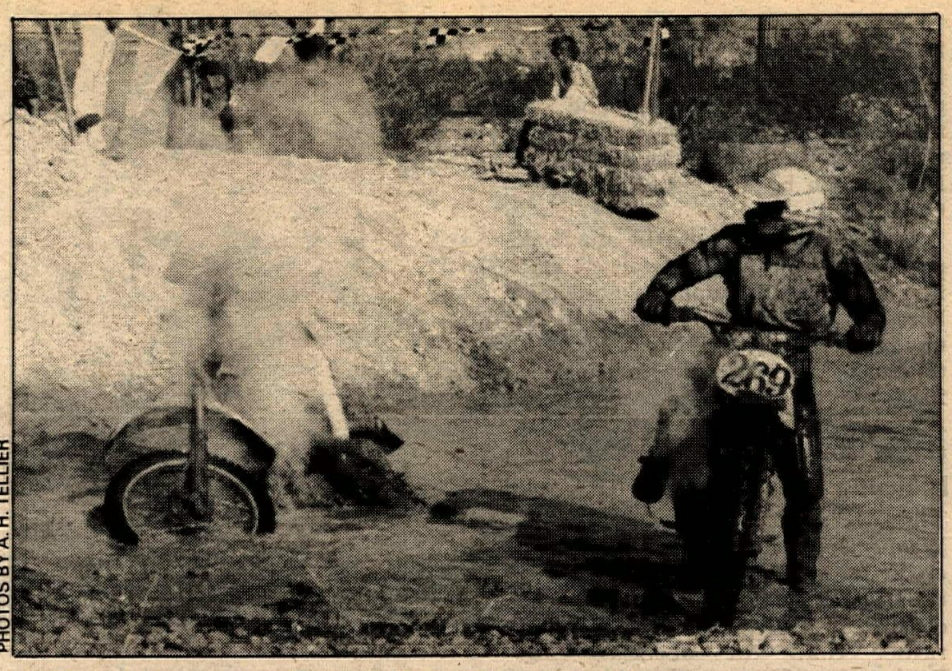
Gaylon, starting on the second gate with the 125s, didn't have any competition. When the gate dropped for the second moto, the 250s, starting on the first gate, were already half a lap ahead. Mosier again took the lead running first 125 and fifth behind the leaders of the Open class.

Working his way through the Open class, Mosier passed Val Tamietti who was running second in the Open class as they came up to the slower 250s and lapped riders. Gaylon then pulled away from Val and kept up his drive through the rest of the 250 pack. With four laps left, Gaylon lapped Drew Nelson who was running in the second 125 spot.

Mosier then set his sights on the leaders of the 250cc class. On the last lap Gaylon passed Tim Tolar in the second 250 spot and wheelied to the checkered followed by Drew Nelson and Tony Gomez with Rick Maki in fourth.

Ron Turner put together two good rides for back to back wins in the 250cc Pro class. Riding an unfamiliar bike, Ron ran into some good luck when the two leaders of the first moto, Goat Breker and Luc DeLay dropped out with mechanical problems. Turner then made short work of passing Doug Boyd for the lead and the win. Boyd finished second with Tim Tolar third.

Tolar got the lead in the second moto only to lose it to Turner on the fourth lap. Luc DeLay, after a middle-of-the-pack start, worked up and passed Doug Boyd for third only to DNF again. Boyd then proceeded to drop back to fourth with the flag coming out to give the win to Turner. Tolar got a second overall for the day in front of third-place Boyd.



PHOTOS BY A. H. TELLIER

The Sun M.C.'s Autumn Phoenix Grand Prix waterhole trapped the unprepared.

Dragel shines at Sun M.C. Phoenix GP

By A. H. Tellier

CASHION, AZ, NOV. 13

Post-entered Mark Draugel from Flagstaff dropped in for a truly rare motorcycle ride and took home all the honors at the Sun M.C.'s Autumn Phoenix Grand Prix after an untimely demise of three-lap leader John Imbriale. Mark was a one-time local legend for his ability to pick up a bike after several years' lay-off and beat the reigning hot shoes, all the time perfecting his Alpine ski talents and working as a ski instructor while attending Northern Arizona University. The son of ex-P & D Triumph owner Vito Draugel, Mark's had plenty of motorcycle education in his formative years, for sure.

With the mixed Amateur/Expert class start sent on their merry way by starter Brian Pepper, local 250cc Expert on a Yamaha, John Imbriale shot to a definite lead over Mark Draugel on a 400cc Yamaha. Imbriale, also a late entry, had to fight his way from the back of the asphalt oval grid into first place against a plethora of big bores. A half mile of asphalt gave the nod to the bigger bikes, but Imbriale put it together to grab the lead by the first lap. He had a 10 second lead over eventual winner Draugel.

Right behind in third was Ed Zornes followed by 250cc Expert Darryll Tussing. The first lap had the riders fairly tight, but didn't necessarily favor the big bores; 11th place was Tom Schoemig on a 125cc KTM. Pole sitter Goofy Goebel came through as first Open Expert, but his luck (and his KTM) was not to last. Several laps later he was to fall in the mudhole and be run over by Ralph Whitney's Norton sidecar. That, along with a malfunctioning rear brake rod, was that. It's just like Satchel Paige said, "Don't look back, somethin' might be gaining on ya'."

The race was run on a seven-mile course, modified somewhat from last spring's course. An old stock tank (read "water hole") was modified to trap the unwater-proofed. It did. Savvy riders found that a *rapid*, oblique line across the face of the drop-away into the water could carry you through the situation without any problems. Some people elected to brute force the problem, with typical results. Caution and a faint heart resulted in many woes as the bottom was loose desert rock offering almost no stability at low speeds. The water hole was the site of many an impromptu party, with free entertainment.

When Imbriale's bike gave up the ghost, it was free sailing for Draugel. But it sure wasn't that way for fourth and fifth, which was also for first 250cc Expert honors. Early starter Darryll Tussing, from Gila Bend (how do you make a Gila bend?) was physically ahead of Mesa's Bob Cline (Yam). In fact, Tussing took the checkered ahead of Cline. But the factored time differential at the start made the difference. If you snooze, you lose.

The 125cc Expert class looked like it was sewn up by last year's winner Tom Schoemig. But broken-bike-blues, a real problem today, eliminated him. So Gary Understiller took over and did a fine job with an 11th overall on a 125. This was a fast course.

Another real tight race was for first 250cc Amateur. Last year's 125 winner Don Babbitt (Yam) from Lake Havasu got the nod over Mike Harris (Hus) via the time difference. The top eight overall riders did the full 13 laps, with only 32 getting in 12 or more. The real class is told by the Senior class (35 and over). All 12 entries took the checkered flag, with 53 (!)-year-old Jack Blackwell doing a tough 10 laps. Senior winner was Bob Edwards (500 Yam), also 14th overall. Bob is a member of the group that puts on the infamous Tonto 170 ± Enduro.

It probably wouldn't do to forget third overall and first Open Amateur Ken Skiff, a local attorney-at-law. Last year Ken ran into a bike in the pits . . . and it was the pits, too.

The infamous sidecar class took off last, but typically not least. The first lap was immediately snatched by Rob Evans/Steve Cisty on their real new GP Wasp complete with AMA Pro Rick Kraft's old Shell Yamaha engine. But as with all things, fame and first place can be very fleeting. The 12.5:1 compression pistons couldn't tolerate the unusual duty cycle and proceeded to complain. This left the field open for diminutive Karl Krohn, riding a

750 Honda Wasp out of Mission Hills M.C. Karl and class passenger Perry Mellillo went for it for 10 laps and beat out the Whitney Clan: kids second, old man third. First small bore unit was the 400 Suzuki home-built of Bob Neill ridden by Tony Pierce and Ed Quihuis.

Some mention should be made of perennial also-ran, Ed Nemecek, who flew down from Olympia, Washington, borrowed two bikes and rode both the morning and afternoon races. Ed did a total of 24 laps: 168 miles. He finished 21st overall and seventh Open Amateur. Wow, not me, brother. My aching buns.

Morning Novice race

The overall Novice race winner, Wayne Decklever, will get a one-lap credit for the next event. Decklever, the owner of a Phoenix-based construction company, went 14 laps rather than the necessary 13. Explanation: He never led the event, just slipped into first on the last lap. Scoring was looking for another number. No checkered flag. One more lap. Who could catch or stop him anyway, with supposedly one lap to go and in first place? Certainly not second place Louie Tevis (Yam), or third Herb Forst. Decklever won on a 250cc Bultaco.

The lead appeared to be secure in the hands of Roger Spielman (Suz), but a broken scooter got him. The course was just rough enough that any slack in spoke and hub prep was soon taken up. Ouch!

Gene Chamerlain succeeded where everyone else failed: He, and he alone, dumped his bike on the asphalt oval. His 250cc RM tied up tight "at speed" and unceremoniously placed him on his cheeks. Now he knows why other guys buy the leather re-enforced nylon pants... not the $19.99 bonus specials. His rosy cheeks shown in the Sun. The course doctor gave him a perfunctory examination and moved on. "How come he didn't give me anything for it?" "Whadya want? 25¢?"

Dr. Herwick kept a continuous circuit going around the course, always on call from one of the 10 R.E.A.C.T. radio units stations over the course.

Wrap-up

Riders came from Olympia, WA; Roswell and Los Alamos, NM; San Fernando Valley, CA and a whole bunch from Lake Havasu again (London Bridge is falling down....). Even some from Phoenix.

Results in Results Section.

Old Timers MX Assn. going strong

By O. T. Dal

Ever wonder what kind of guys make up the ranks of the many Crimson and Gold jerseys you see out at the various motocross tracks every week throughout the year? Ever wonder what kind of an organization it is that can usually field the largest entry of the day?

The Old Timers MX Association originated in the late 1960s by a few gents in the 40-ish age group led and inspird by Mr. Ed Poore. They, along with others, wished to enjoy the competition of racing, but not necessarily competing with the much younger set, who have more professional aspirations.

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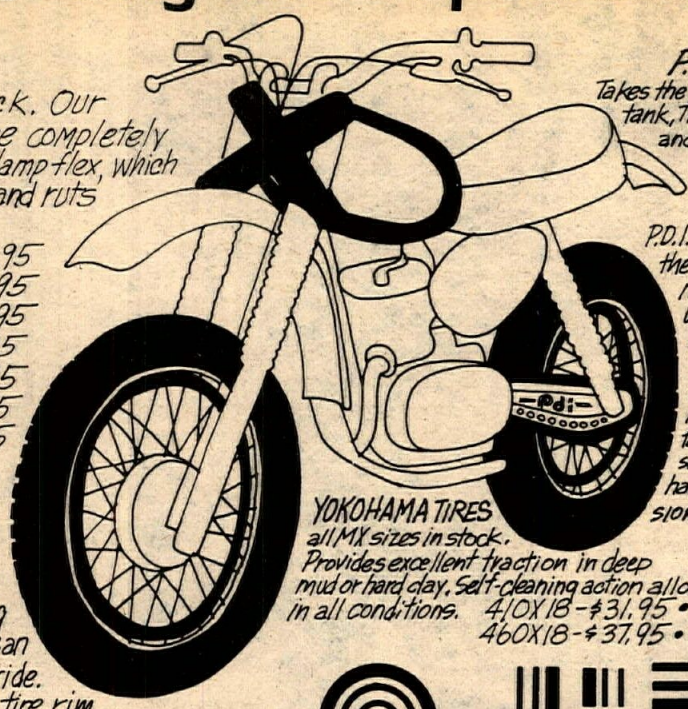

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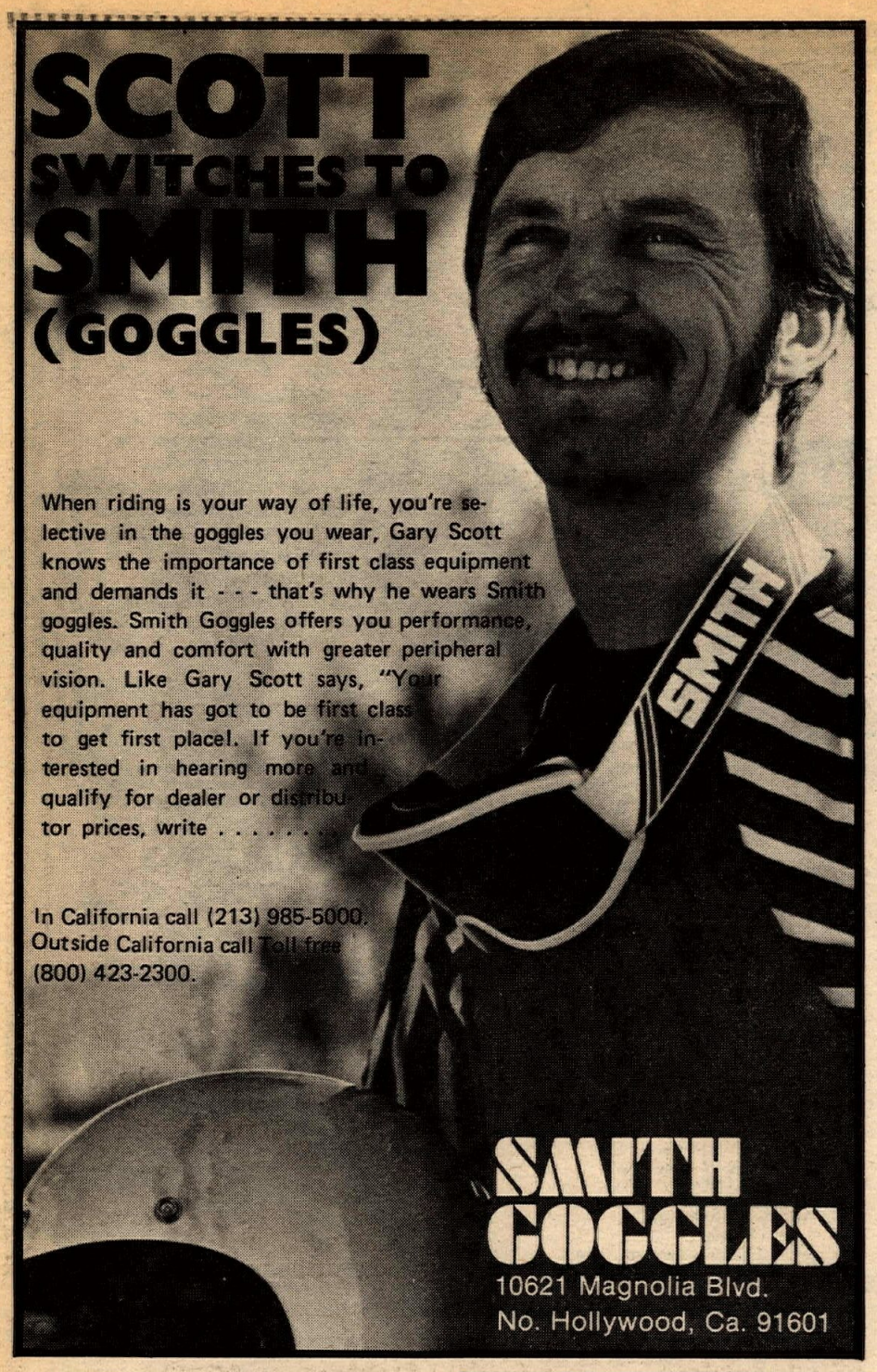

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PHOTO BY LEE TAYLOR

David Strong (122) and Gary Jones fly in front of Chris Heisser at AME's Sprockets Park motocross. Every 125 Pro led the race at one time or another.

meetings once a month, relying on Roberts Rules of Order for meeting procedure.

Of course, the prime requirement of joining the club is being 40 years of age or over, thus insuring the motives for riding that the club was originally founded on. But that's about the only requirement — our riders are from every conceivable walk of life. Enjoying motocross racing is like the common cold — anybody can catch it!

The Old Timers don't race for money. Our schedule is set up in advance in cooperation with the various promoters in Southern California. Trophies grace the mantels of the front runners in our four classes of riders who are classed by ability and talent — not by engine size, a system which has worked out very well for the club's needs. There is a class for everyone and anyone to ride with. We take care of our own scoring through the loyal interest, devotion and concern of a small group of wives and close friends of the club members. Our racing rules are much like any other club, having been tailored to suit our way of having a good time.

It's one for all and all for fun in our motocross pleasure — and from all of us to Mr. Ed Poore, a continuing hearty thank you.

Blake wins big Junior race at CMC HSMX final

By Brenda Ingram

ORANGE, CA, NOV. 19

The competition was the heaviest in the 125cc Junior Divisions (three in all) and that's how the California Motosports Club (CMC) High School MX Championship race started off. Two motos per division with the top 30% transferring to the third moto final.

The best lap times were clicked off in the second division race (1:06.9), faster than times clocked in the 125 Expert class (1:07.1). Division two holeshots in both motos were taken by Mike Ingram (Cerritos), who held off Burt Siler (Newport) until the fourth lap in the first moto.

Second moto action saw Neal Mofhitz (University) going by for the first. All transferred to the third moto where Mike Blake (Garden Grove) finished with a nice lead on a track filled with some fast and stylish competition.

The 125cc Intermediate race was anyone's race since it was plagued by mechanical problems for several riders. Steve Asa (Cerritos) had the first moto in the bag but had some hard times in the second. Robert Green (Garden Grove) finished 2-1 for the first overall.

Tony Gomez (Cerritos) swept the 125cc Pro class but had mechanical problems in the 250s, where Luc De Ley (Loara) took first.

In the 250cc Junior division, Nick Ackley (Pacifica) collected the win after a 3-2 ride.

The two-stroke Mini Junior saw David Hopwood (Meadowbrook) carry off the first place trophy in front of Scott Johnson (Cerritos) and Mike English of Gahr. And the Mini Experts saw some more spirited riding by Danny Ramirez (Gahr) who went 1-1 for the win.

The Cerritos team swept the 2-A division with over 1000 points. Poway took the 3-A, Gahr won the 4-A and Saddleback edged out Bellflower in the 5-A division.

Results in Results Section.

Wilder, Bledsoe smoke AME MX

By Lee Taylor

BAKERSFIELD, CA, DEC. 4

Kurtis Wilder all but burned up the Sprockets Park track with a victory ride in the Mini Juniors at the American Motocross Enterprises motocross.

In the first moto Wilder found himself surrounded by heavy competition from the likes of Jeff Hentges and Chris McCauley (Suz-CA Sheet Metal).

A duel for fourth set up between Dave Wash (Suz-Verdugo Suz) and Randy Dyer (Yam-Dyer Heating). These two diced heavily until near the end of the moto when Dyer moved by and into third. McCauley moved himself into the lead and was smoking clear down to the finish line in an attempt to hold Wilder in second. When the smoke cleared, McCauley held the lead for the moto.

The second time around, the leaders spaced out a bit and held their positions throughout with Wilder

PHOTO BY LEE TAYLOR

125 Juniors Allen Reaves (96B) and Davis Neal go at it in AME MX.

leading, McCauley second and Hentges third. When the winning checkered flag waved the Minis home, Wilder was proclaimed the victor with McCauley taking home second overall and third going to Hentges.

Mark Bledsoe took the 125cc Intermediates by storm by racking up a beautiful pair of wins out of a huge field of racers. Bledsoe led the first moto with Jim Stewart (Suz-Moore Productions) behind him in second and Rob Abernathy holding down third. A duel developed between these three that went on throughout the moto. Joey Roseberry (Suz-Roseberry Ent.) made tracks clear through the pack and up into third by the end of the moto. Bledsoe was still leading with Abernathy breathing down his jersey in second and Roseberry holding third.

The second time off the line, Bledsoe once more blazed off, leading Abernathy in second and Dan Diaz (Suz-Aircone) through the first turn. Abernathy had a healthy lead in second as a tight battle for third developed between Diaz and Stewart. Finally making his move, Stewart inched on by leaving Diaz to hold off Bill Reccnia for fourth. Wheel to wheel these two went at it with Reccnia finally sliding by and out to challenge Stewart.

Closing fast on Stewart, Reccnia tackled the new jump leading into the finish line, flying off and burning a line through the hairpin turn. Reccnia passed Stewart and tried to close a little ground on Abernathy who was so far out in front that he couldn't even spot Reccnia.

Bledsoe sailed across with a super lead, for top honors in the class. Abernathy came on into second overall and Reccnia held his ground over Stewart for third overall.

Results in Results Section.

Old Timers MX Assn. finds Cycle Haven

By Betty Bird

LONG BEACH, CA, NOV. 27

Cycle Haven, a motorcycle park in the midst of Long Beach, was invaded by 35 members of the Old Timers MX Assn. KTM was the password in the Master and Expert classes, with John Rice going 1-1 over Al Dennler (Mai) and Treasurer Jim Warden for the Master win.

Cal Browning, also KTM-mounted, topped the Expert class. Wickin' Ken Williams was second, while Bob Millner put together a 1-7 for third.

Dick Varvel had nothing but blue sky in front of him on the way to the Amateur gold. Second-place Art McNamee was working hard to get back into shape after his classic endo last year. (Coming over the last jump before the checkered flag, his front end dropped off, leaving Art still in the air with his handlebars, seat and back tire to land on. Spooky.) Kenny Watts finished third.

Old clod-buster Robert Beasley (Yam) took the Novice numero uno. Jay Wahl didn't miss one shift during his second-place ride, mainly because he rode a Rokon. New member Dave Collins took a seventh in the first moto, but adjusted quickly, winning the second moto to finish third overall.

Results in Results Section.

Elsinore runs MX/TT/ST challenge race

By Andi Gangewer

ELSINORE, CA, DEC. 4

A small but super crowd was on hand for a very special Elsinore Raceway challenge race. Moto one was a motocross race, moto two was a TT and moto three ran on the short track.

All the minis ran together and Ken McIntire (Yam) picked up the special trophy. Ken took a first on the motocross course with Jim Snow second and Honda's Raymond Reiter third.

In the TT race, Ken got nosed out by Jack Snow. Reiter was again in third. It was a close finish with Ken giving it everything he could but Snow wanted that first place.

The short track winner would determine first overall. Ken had the checkered flag in his eyes and he rode for all he was worth to make sure he would be number one, and he was.

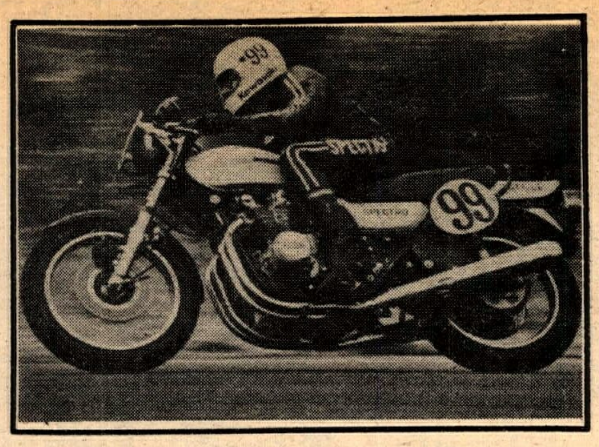
The 125s all ran together with one trophy awarded to the first Amateur/Expert and one trophy for the Beginner/Novice. The Amateur/Expert motocross went to Suzuki-mounted Randy Monroe and very successfully. The first Beginner/Novice was also aboard a Suzuki, Pat Scocchio.

Robert Pfetzing, a flat track Expert, took the TT and short track, leaving Monroe to second. The two firsts earned Pfetzing the first in the 125cc Amateur/Expert class.

Scocchio took first in the TT race in his class of 125cc Beginner/Novices. David Saugstad was a close second. Kevin Mason took the final race on the short track but Pat had already chalked up enough points by winning the first two and finishing second the last race to take first.

The final class was the 250cc/Open class with the Beginner/Novice class scored together and the Amateur/Expert together. Thom Mullen scored three firsts in his class and led Jose Gonzales and Clifton Wood. Bobbie Sanders was the Expert victor, capturing the TT and short track races. Mike Myers pulled off the motocross win but didn't show for the last motos.

Results in Results Section.



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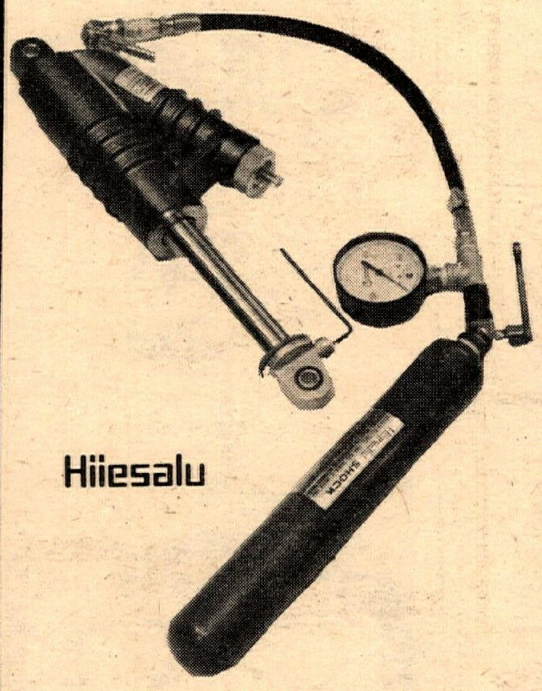

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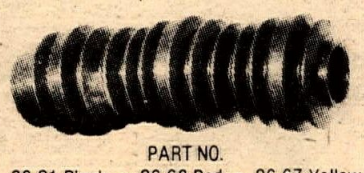

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PHOTOS BY JIM LESTER

David Emde rode to three titles at Manning Road Racing.

Emde takes three titles at Manning RR

By Jim Lester

ONTARIO, CA, DEC. 4

Manning Racing closed out its fifth successful season of road racing Sunday at Ontario Motor Speedway. It was a successful day for AMA star David Emde, too. He won the 250 and Open GP titles, plus $300 for winning the 20-race "250cc Southern California Championship" run jointly with the A.F.M.

Emde must have felt rather nervous about his chances of winning the 250cc GP title after a rod blasted through his crankcase in practice. As David watched, Ron Hlavka, who trailed Emde by only five points, joined a five-way battle for the lead with John Gidney, John Glover, Darrell Lee, and Whitney Blakeslee. Lee and Blakeslee eventually dropped off the pace, but Gidney went on to take the win by a scant 10 feet, with Glover holding Hlavka off for second place by only half a bike length, to give Emde the title by one point!

Emde (ND Yamaha 750) had an easier time in the Open GP race. Averaging 92 mph over the 17-turn 2.9-mile "short" course, David stretched his advantage over Canadian Jim Dunn (750 Yam) to 20 seconds when Dunn took an excursion off into the dirt halfway into the race. Billy Addington (1000 Yoshimura Kawasaki) and 500cc GP winner John Gidney (TZ-250) had an exciting dice for third overall.

Addington (Kaw) won the Open Production race, but 750cc class winner Mike Kauzlarich (Kaw) was never more than one second behind. 500cc Production winner Dick Fuller and Ralph Hudson (Kaw) discovered that it's physically impossible for two bikes to occupy the same space at the same time, with Ralph's bike cartwheeling to a stop at the feet of startled photo-journalist Patrick Behar. Scott Clough's (RD-350) second place finish was good enough to take the 500cc class points championship.

The 350cc Production race looked to be a thriller, with Alan Gingerelli leading Dick Fuller by only three points. If Fuller won, he could do no worse than tie for the championship. As they crossed the finish line at the end of the first lap, Alan was first, his brother Dain was "riding shotgun" in second and Fuller was dead last with an oiled plug. Fuller pitted for a nw plug and came back out a short distance (plus one lap) behind Alan, who was now being pressured for the lead by Rob Reilly. Rob passed Alan at the start of the esses, but Alan re-took the lead just before the back straightaway. As Alan said later, "I looked back over my shoulder expecting to see Rob, but there was Fuller's #38 number plate just inches behind me."

Alan hadn't seen his mechanics frantically trying to signal him that he had a big lead over Fuller, and Alan thought Dick was taking the lead. In a desperate bid to outbrake Dick, Alan's bike went "slip-sliding away" at the next turn. Jay Smith (Mooradian Yamaha) won the race when Reilly dropped by the wayside. Fuller finished out of the points, giving a rather dusty Alan Gingerelli the 350cc championship.

Yoshima Racing had built up a special 600cc Honda CB-400 for racer/journalist John Ulrich to race in the 600cc Four-Stroke Grand Prix. Yoshima teammates Steve Schrader and Ben Bernie had already clinched the top two places in class points, and John was only trailing Tom Ballantyne (595 Suzuki) by three points for third. Schrader win, with John taking the prototype model to second, despite a slipping clutch, but Ballantyne took third, to keep Yoshima from a 1-2-3 sweep in the championship by a single point.

Several other class championships also went down to the wire. Carry Keoshgerian (Hon) won the Super Cafe race to overtake Billy Addington's earlier three-point lead. Darren Penrod (Yam) extended his narrow two-point lead over Greg Chaffee with a victory in the 100cc class, made all the more remarkable by the fact that Darren's bike seized in practice. Mike Fleming (Ricky Racer 250 Yamaha) won the 250cc Production race, but John Chermak (Berkeley Yamaha) took second place, and the 250cc championship by five points.

Results in the Results Section.

Taylor, Vidic and Gillman top CMC MX points opener

By Patti Firth-Trotter

ORANGE, CA, DEC. 4

The big race for Continental Motosports Club (CMC) points started with the meeting at Saddleback Park. Close to 400 riders braved the early morning fog and cold to get signed up for the action. A slightly different layout of the track was a pleasant surprise, making the laps shorter but rougher.

DG hotshoe David Taylor ripped off the line in the 125cc Pros and around Webco Hill to lead the pack of anxious, points hungry riders. Team Flying Machine Factory riders Jeff Ward and "Radical" Ron Turner locked into the slots directly behind Taylor. Holding down the four through six slots were Brian Myerscough (R&D) and the Brothers Wanket, Pete and Tony on Yamahas. Roo-riding Tim Lunde followed.

By the end of the first lap Myerscough had manuevered his rocket into second where he rode until the eighth lap when mechanicals forced him to trackside. The "Flying Freckle," Ward took over second. Back a few places in the pack a good dice was going on with Mike Brown (R&D), Pat Hubbs and Randy Hess (FMF). Randy got around Pat for a short while only to have Pat re-take the

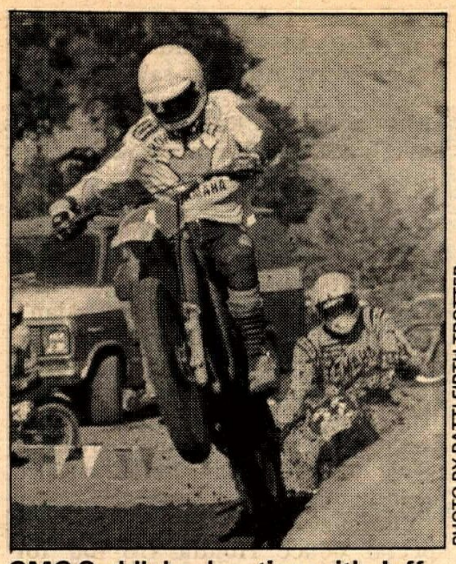

PHOTO BY PATTI FIRTH-TROTTER

CMC Saddleback action with Jeff Vidic blinding Pete Wanket on his way to the 250cc Pro overall win.

place the next time around. The remaining laps stayed the same.

For the second moto Taylor again had the holeshot with Myerscough in second. Turner, Pete Wanket and Randy Hess rode next. On the third lap Hess displaced Wanket and began his assault on Turner. Lap 11 was when Hess nailed Turner for third.

Riders taking home the largest part of the $1,000 purse were Taylor, Pete Wanket and Jeff Ward.

Jeff Vidic (Yam) did his usual holeshot number and flew up the start hill and around the first turn to lead the 250cc Pros. Pete Wanket (Yam), Tim Lunde (Roo), Arden Hadley and Steve Bauer (DG) followed. Lunde lunged around Wanket in the back section on the third lap to take over second. Bauer was temporarily out of the running when he dumped his mount. Wes Sutton (CBS), Rocket Rex Staten, who is back with his former sponsor Bassett, were busy trying to get through a tangle of bikes. Bauer was back in the thick of things by this point in the moto and got by Sutton. Staten smoked his Yamaha around Lunde and Hadley to finish the race in third. Wanket was wide open for the finish and got by Vidic for first.

Vidic did it again the second time around...holeshot, that is, only this moto he had Rocket Rex breathing down his neck the entire fourteen laps. Luc De Ley (Suz), Steve Bauer and Doug Boyd (Suz) were working on advancing into the top three. Bauer made it. Peter Wanket came up from the eighth position to ride across the finish line in fourth with Hadley fifth. Vidic, Staten, and Wanket took home the lion's share of the payback.

The first and second races of the Open Pros looked as if they had been run on an instant replay camera. Scott Gillman (Yam) grabbed both holeshots with Rocket Rex rippng second and Rocky's brother David Williams (Mai) in third.

Mark White and Ron Tebbs, both of whom were riding Huskys, tried their hardest to keep Track N Travel Maico sponsored Val Tamietti from advancing. Val followed for seven laps then he made his move and smoked by Tebbs. Immediately behind Tebbs were Randy Berkeley (Mai) and Top Shelf rider Dan Steele (Yam).

Robert Marino (Yam) who had broken in the first moto ran a strong fourth in moto two with Tebbs, Tamietti and White keeping with him. When it was all over, Gillman was more then happy to receive his check for $160.

Results in Results Section. •

SUZUKI

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$3,000 — SADDLEBACK — Jan 8

GATES OPEN 7:30 AM
PRACTICE 8:00 AM
RACING 9:30 AM
SIGN-UP CLOSES 8:30AM

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$3,000 — CARLSBAD — Jan 29

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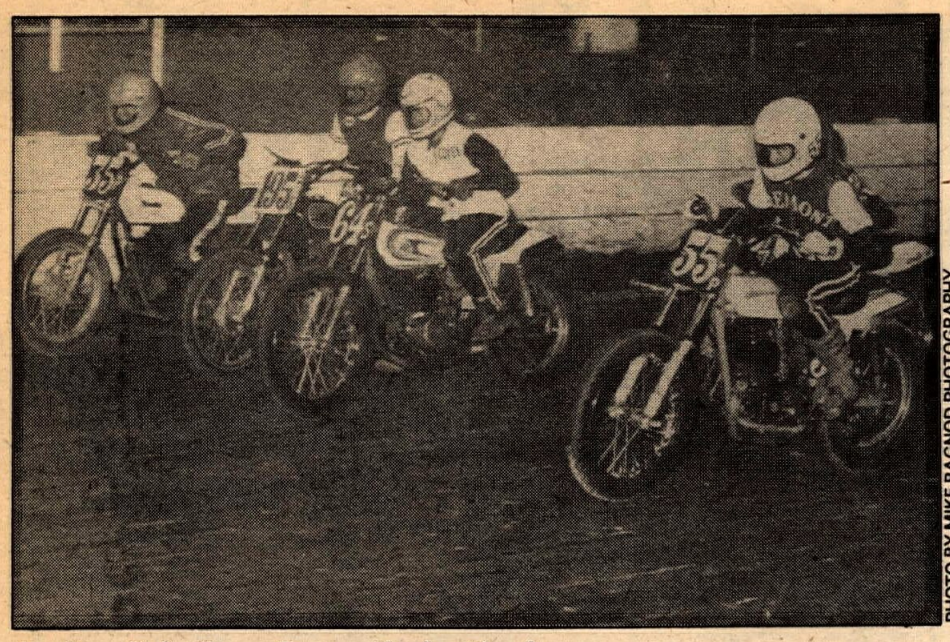

PHOTO BY MIKE BAGNOD PHOTOGRAPHY

Getting off the line at Fremont's short track race.

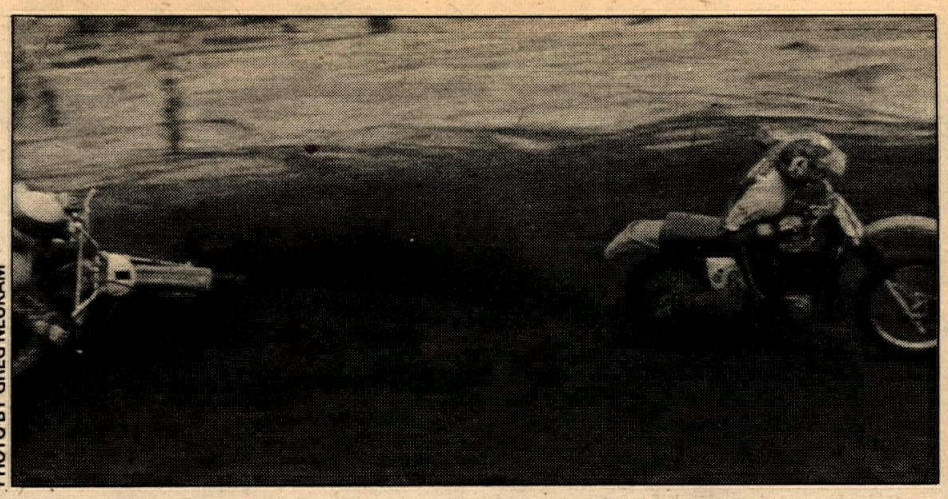

PHOTO BY GREG NEUKAM

Tad Gumbman roosts Jim Lesniewski in a tight Plymouth MX battle.

Frisbee flies to Open Expert win at Cycleland Scrambles

By D. Hubbard

CHICO, CA, DEC. 4

A large turnout of riders and spectators enjoyed a fine day of racing with an extensive scrambles program, complete with Mini bike class to an Old Timers, in addition to all other regular events.

Dennis Frisbee, going like wildfire took the lead in the Open Expert class with Jerry McBrayer (Mai) right behind him. By lap three Frisbee hadn't only left the pack, but was spraying roostertails to his followers. Tom Odekirk (Yam) almost cinched McBrayer's second place, but to no avail.

Mini action saw Jim Horn (Suz) blast to an early lead, going on to win both his heat and main event. The Novice Mini main saw lots of action with Horn leading, and Suzuki-mounted George Edwards, Jr. gaining fast. Edwards put on a spectacular ride with Kim Atkinson (Suz) quick on his tail. On the last lap, Edwards lost it in the right-hander with Atkinson coming in to take the second place trophy.

In the Mini Junior Experts, Joe Brazil took off with the lead and carried it through the entire race, with Tim Aston following in second. Talk about a hot one, Jeff Valentine (Yam) came through the right-hander in a puff of smoke. He dropped out of the race due to mechanical problems. Jeff Fuller (Suz) of Chico took first place honors in the 100cc Novice class.

With 15 men lining up for the 125cc Novice main, only 11 riders made it through the first turn. Just as we thought everyone had made it through on the restart, three guys decided to get a closer look at the track, and went down. Lap two was pretty bizarre for riders coming into turn one, seeing men and motorcycles everywhere. Phil Peters (Hon) was definitely making time. Each lap he looked a little faster. The real race was for second between Stan Capps (Suz) and Barney Wilson (Suz). Capps finished second with Wilson coming in for a close third.

Danny Benson (Suz) got the holeshot in the 125cc Juniors, only to lose it to George Bauder (Suz). By the third lap Bauder had an enormous lead. It was a close race between Benson and Rick Lerader (Suz) for second. Lerader got off on the last lap, giving second place honors to Benson. Ken Gray (Hon) of Chico captured first place honors in the 125cc Experts.

Jerry Griswold took first place laurels in the 250cc Novices. Griswold took the lead from lap one only to lose it to charger Bill Davis (Suz). On the last lap Griswold dazzled everyone, regaining his number one spot. Second went to Jon Heing and Carl Funke took third.

The 250cc Junior/Expert race saw lots of good racing with George Bander (Suz) winning and Craig Pattison (Yam) finishing second.

Kevin Green shot his Maico out into the lead of the Novice Open, and remained there for the entire race. Kevin is a quick Novice with a lot of potential. He rode the right-hander so well he looked like a TT Pro. The race for second changed three times with Micky Clanton (Suz) taking second, Mike Shook (Suz) third, and Tony Zoppi (Bul) a close fourth. Craig Pattison took first over Charles Perkins (Yam) in the Open Juniors.

The start of the Old Timers main was a good one with Jim Sousa (Hus) heading the pack. Jerry Griswold and Jim McMahen, both starting from the third row were hungry for the first place position. Sousa held the lead till the white flag lap. Griswold had been knocking on the door the whole race, finally getting that opening after the jump. Griswold continued to hang it out, finishing the day in style. Jim McMahen took first in the Veterans division.

Results in Results Section.

Eklund, DeLacey dazzle Fremont ST

By Ken Centoni

FREMONT, CA, DEC. 3

Ken Centoni's Fremont Short Track series was mobbed with riders from all parts of California Saturday because of last week's cancellation due to a freak layer of fog covering the track, and making things unsafe during the 250cc Expert heat race.

With the track being in top shape, Steve Eklund, number one short tracker in the nation totally dominated the 500cc Expert class. After starting dead last, at the beginning of lap three Eklund found himself in the number one spot. At the falling of the checkered flag, Eklund swept the honors.

The 360cc Experts saw Jim Mertens and Rick and Mike DeLacey battling each other peg to peg as they slid through. Suddenly Rick DeLacey's engine developed problems and DeLacey had to head for the pits. Mertens and Mike DeLacey battled to the end where DeLacey rolled to the checkered. This gave DeLacey another five points in the overall high point series to win the towering six and one-half foot marble trophy being awarded on December 17. Jim Patterson, 500cc Junior is now leading the series with 23 points.

Also out getting an eyeful of the action were Professional Experts Rick Hocking and Gary Tonda, who say they will be riding soon.

Second series action begins January 7, 1978, Semi Pro, with four overall high point series to take place and a grand overall 32 week series champion, who will win a new race-ready motorcycle.

Results in Results Section.

Hersman handles Sand Hill MX

By Pat Doyle

BRENTWOOD, CA, NOV. 27

Heavy rain early in the week left the sandy soil in perfect condition for D&C Promotions' third race at Sand Hill Ranch. The excellent traction on the hilly course resulted in fast and exciting motocross racing with horsepower being a definite advantage.

In the first 250cc Expert moto Mike Hersman wasted no time in grabbing the lead from Jerome Heiberger by passing nine riders in the second turn. Heiberger fell on the second lap to be passed by Bill Johnson and Gary Murphy. After a bad start, Phil Crane rode to eighth at the end of the first lap and finished fourth.

In the second moto Crane grabbed the holeshot with Hersman back in the pack. While Hersman was picking his way through traffic, Heiberger was gassing it from nearly last place, catching up to Crane and Hersman on the sixth lap. With Hersman on Crane's rear wheel, Heiberger passed both leaders on the big downhill, grabbing the lead, only to fall half a lap from the finish. Crane took the checkered followed by Hersman, Harold Huston and Heiberger.

Heiberger took the Open Expert win defeating Hersman in the first moto and Pat Brown in the second.

Mike Preston continued to dominate the 125cc Expert class by winning the overall, his third race in a row. Consistency was a problem for the remainder of the 125cc riders. Danny Dobbins took the second overall with two fourth place finishes while the course took its toll on remainder of the field.

Results in Results Section.

Lesniewski launches Plymouth powerband

By Greg Neukam

PLYMOUTH, CA, NOV. 27

Plymouth Raceway received its first rain of the season, making the track a beautiful place to race District 36 motocross. All the fast guys like Danny Turner, Jim Lesniewski, Charlie Halcomb, Donnie Cantaloupi and Billy Grossi came out on Sunday to try their luck.

Heaviest action was in the 125cc Pro class where three different starts were needed. When the race did get going, so did Jim Lesniewski and his Suzuki. Donnie Ferraro and his Dirt Werkes RM tried a pass in some rough terrain but got zapped right back from Lesniewski. Making their way through mid-pack traffic were Cantaloupi, Grossi, Turner and Halcomb. Turner got his DG Yamaha past Grossi and set out after Cantaloupi. Donnie soon put his Dirt Werkes Yamaha into third with Turner following in fourth. Ferraro followed Lesnewski across the line with Cantaloupi and Turner coming through next.

A little quicker second moto start left Lesniewski out in front off the line with Dana Waxham and Ferraro jammin' in behind. Turner quickly passed Jeff Watts and set after Ferraro. Turner passed the squirrely Ferraro but his mount started slowing. A dry spot in the air filter sucked sand into the barrel and seized the piston. Lesniewski went on to win with Waxham second and Ferraro third. Cantaloupi could only manage fifth after a bad start.

Tad Gumbmann rocketed his Maico out in front of the 250cc Pro class with Lesniewski up in second. Eric McKenna ran in third until Darrell Schultz flew past in a mad rage to reach the leaders. "Tad-pole" and Lesniewski were WFO the entire race, but Schultz went WFO² and pulled within 10 yards of Lesniewski. Lesniewski bit it and Schultz soon found himself right on Gumbmann's rear fender. Gumbmann held on for the win ith Schultz second and McKenna following. Cantaloupi and Brian Jodry rounded out the top five. Lesniewski finished ninth.

Schultz caught sight of the hot 125 lines and went out determined to take the 250cc class win. After blasting out into the lead off the line, Schultz was never heard from again. Cantaloupi tried to catch him but instead found Lesniewski riding past a few laps later. At the flag it was Schultz, Lesniewski and Cantaloupi.

Bob Myers put his Maico in command of the Open Pros with Duane Joice following. Schultz and Grossi suffered bad starts and had to work through the pack. Schultz made his way into second but couldn't catch Meyers. At the line the duo ahead were followed by Jodry, Joice, then Grossi.

Schultz got psyched for the second moto and pulled the holeshot. Joice followed off the line with Grossi berzerking the track behind. After passing both Meyers and Joice, Grossi's Husky began losing power, leaving him in third at the finish. Schultz took the win with Meyers second.

Results in Results Section.

Anderson/Foley duel at Sand Hill Ranch

By Tom Anderson

BRENTWOOD, CA, NOV. 25

After two weeks of second place finishes, Phil Anderson got it all together tonight at Sand Hill Ranch MX to score the overall Open Expert win. Some of the better Open Experts were on hand including King, Sullivan, Gillespie, Lewis, Anderson and Foley.

Anderson led the first moto with Jim Foley right on his rear wheel. Foley charged hard out of the right turn and passed Anderson but shot over the next berm and lost his lead to Anderson. Bobby Sullivan came out of retirement to challenge the Experts and found some tough competition. Sullivan could not make the pass and settled for second in the first moto.

The second moto saw Foley grab the lead with Anderson hot on his tail with an exciting see-saw battle. Foley won the second moto, but in the overall point tally Anderson got the win.

Craig Seher won the full class of minibikes tonight with Rick Olson right behind for second. Troy Barazoto and David Parkening dueled it out for third and fourth place.

Mike Holmes tuned in the Mini Experts with two firsts. Mike won the Trophy Dash and also the Mini Money race, a super night.

In two divisions of 125cc Novices, Art Figaroa took the Division I win with Alan Kiause second. Keith Pantell seemed to have some problems as he settled for third. Division II had Brian Flinn winning both motos and hard charging Bobby McGinnis close behind for second.

Mark Pantell, just moving to the 125cc Intermediate class, had a big win. Tony Souza was the big winner in the 250cc Intermediates riding a Husky. The Open Intermediate saw Pete Ford pull out a victory over Merle McCoy.

Rick Martin had his work cut out for him tonight. There was a full class of 250cc Novices, and Vern Dunham had to dial in the fast guys Pete Craig and the winner from last week Gary Lyke for his second place trophy.

Mark Blackman won both motos in the Open Novice class, with Dennis King on his Yamaha TT Special second. Howard Moss received a well deserved third with Jack Page fourth.

Mike Rizzuto came out to ride the 250cc Expert class and pushed Joey Schlag all the way in both motos. Joey showed that he's hard to beat as he collected the bucks.

Oscar Lopez won the Vets Novice class with Rex Harris nippin' at his heels. In the Vets Expert, Big Jim Hartbauer won again with Mike Underhill right behind for second.

Old Timer Louis Shapiro won with stiff competition coming from Chris Jiannolone who ran second.

The Odysseys were back tonight with the bangs, crashes, and bumps. Larry Beck won both motos with Mike Wester trying all the way to pass.

Results in Results Section.

Woodland MX welcomes winter weather

By Action Oz

WOODLAND, WA, NOV. 19

Woodland ran its MX, as advertised and the only cancellation was the KYTE disc jockeys who promised to have a mini bike race. Even with snow all around, none emerged on the track. This is because Woodland has a natural sandy course, and the sand must have been warm because the snow melted as soon as it hit.

Woodland Winter Track is run by Jim and Mercine Blasdell, with a lot of help from Ethel McCormick. Now into their third year of operation, they have quickly garnered a reputation for having fun events as well as the regular motocross program. Just because the platter pushers failed, they came up with an official's Mini Bike moto and a lot of fun was had by all. The riders had a chance to spectate and watch the folks who run the events go for it.

The first race got underway with the 30-40cc Juniors roaring off the line. Ray Fisher (Hus) took first overall but had to wait for his opportunity. He got it when Roger Knight (Yam) missed a shift. Fisher rode to a 1-1 for the day.

The old timers were next up. Charles Drake got the holeshot and diced with John Geddes (Suz) both motos taking a 1-1.

Gary Harkleroad (Hon) took first in the first Mini Junior moto. Rodney Presley (Suz) made it tough as he went for it. Harkleroad hung on for a squeaker at the line and picked up the win. In the second moto he ran second but Presley was third as Ted Snodgrass flew to first. The overall went Harkleroad, Snodgrass, and Presley.

The Mini B group saw James Croff (Yam) pull a fast 1-1 for the overall

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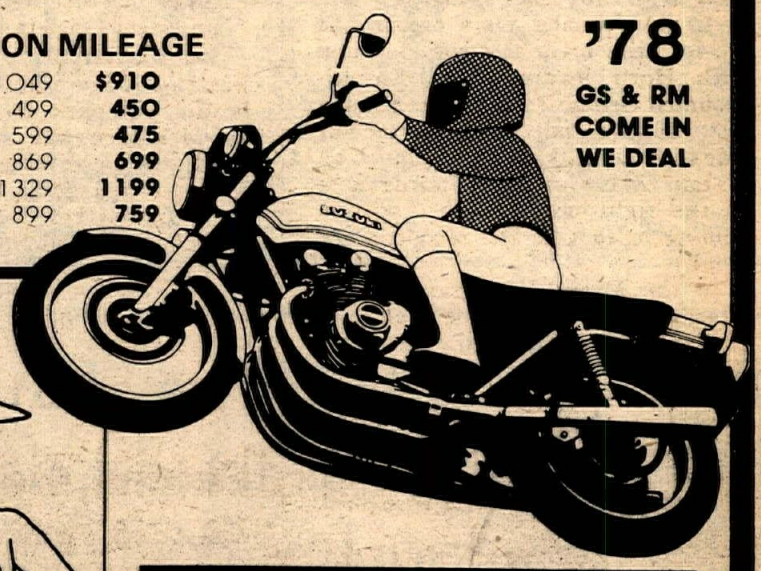

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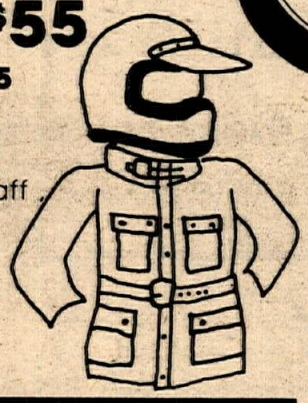

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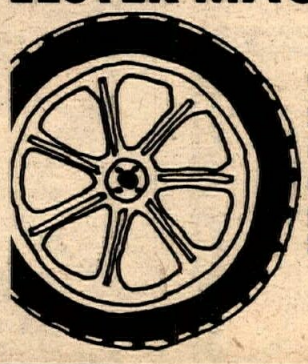

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NORTHERN DATELINE

(Above) Yep, that's snow hanging on the trees in the background. Below, Troy Carlson (A8) leads 125cc Junior winner Scott Smith. (Below) The Mini Intermediates go for it at Woodland. Chad Jeffery (75), winner Dave Hilton, runner-up Ted Harry (28) and Mike Timberle (33) make up the group.

PHOTOS BY ACTION OZ

while Bob Cameron (Suz) followed with a 2-2, and Steve Bye (Yam) with a 3-3.

Dave Hilton (Yam) flew off the line in the Mini Intermediate class twice and put a lock on number one overall. Ted Harry (Suz) did the same thing but not quite as fast for a 2-2 final. Chad Jeffery (Yam) followed in the third position.

Pee Wee action had Brad Jeffery set the pace. Close behind were Wade Lamkin (Hon) and Jamie Munson (Hon). They doggedly hung on but couldn't cut it power-wise against that Ital-Jet.

When the 100cc Juniors came to the line, the natural sand/dirt course was taking on some interesting shapes. In the first moto Dale Semmler grabbed a handful of throttle and was first into the corner and finished first in the moto. Steve Smith (Suz) was hot on his rear knobby to pick up a second. Steve was there again the next moto to get the overall win for the day. John Sanborn (Suz), after a fourth in the first moto came roaring back in the second to get the win and second overall in this class.

Jody Becker (Yam) has shown a lot of improvement in the last months, enough that a 1-2 was put together to take the overall win in the 100cc Intermediate class. Dallas Johnson (Suz) diced with Steve Howland and managed to get second.

Scott Smith (Suz) came out in the 125cc Junior class determined to add to his collection of brass. After a mid-pack start he worked his way to finish second by the first moto end. Troy

Carlson (Suz) got the holeshot and wouldn't let it go for the first moto win. He didn't fare well in the second and finished 12th, sixth overall. In the second moto Smith grabbed a handful at the line to take a convincing first in the second moto for a number one overall. Gary Baslar (Yam) ran 3-3 for second overall.

125cc Intermediates saw Kelly Whelchel (Suz) do a 1-1 to take this event. Chris Selnes (Yam) rode to a second overall. Dean Barbier (Suz) flew around the course to third overall for the day.

Jeff Walling (Suz), Ed Wyall (Yam) and Jim Lamkin (Mai) played freight train in both 250cc Junior motos to finish in above order.

250cc Intermediates were headed by Mike Kates and his Suzuki, and Casey Hood (Suz) made the two mark.

Dave Skokan (Mai) and Bill Whipple (Yam) did a number on the Open Junior riders to post a definite 1-1 and 2-2 finish.

The Open Intermediate class watched Bob Reed (Yam) ride to the top as he battled Daryl Staples (Yam) for the honors.

All the Pros were run together and some fine form was turned in by Jim Anderson (Vancouver Suzuki) who posted a 1-2 and Dave Eakin (Suz) with a 3-1. Mike McCormick (Yam) ran a very close 2-3.

Results in Results Section.

Cantaloupi catches Sidewinder sendoff

By Sallee Hilton

SACRAMENTO, CA, NOV. 18

Don Ferraro (Suz) came out on top in the special "King of the Hill" race for Pros on a very chilly Friday night. The riders ran the course backwards, making for some spectacular jumps. Donnie Cantaloupi (Yam) took overall wins in 125cc and 250cc Pro classes, as well as taking home bonus money for first place in the three race series.

Cantaloupi led the "King of the Hill" race until he stalled, dropping way back. Ferraro took over the lead and held on to it in spite of Dave Wood's (Yam) pressure from behind. Cantaloupi made it to third by the end of the event.

Ferraro finished second to Cantaloupi in the 125cc class, and Wood had the second in the 250cc. Wood also took second place series money.

Results in Results Section.

Lillie Lancaster throws it away

By Tom Anderson

BRENTWOOD, CA, NOV. 18

Friday night motocross was cold but it didn't slow down the fast guys at Sand Hill Ranch. In Division I of the 125cc Novice, little Dave Rodriquez (Suz) won both motos with fast-improving Roger Hamilton second. Art Figaroa took third on his Honda. Dallas Hamilton from the Hamilton brothers racing team took top honors in the second Division of 125cc Novice. Hard-charging Brian Flinn took second and Bobby Hill third.

In the Open Novice, Phil Howard (Yam) put it all together. Mark Blackman tried to keep pace with Howard but could only hold back the challenge of Mike Rippy in third.

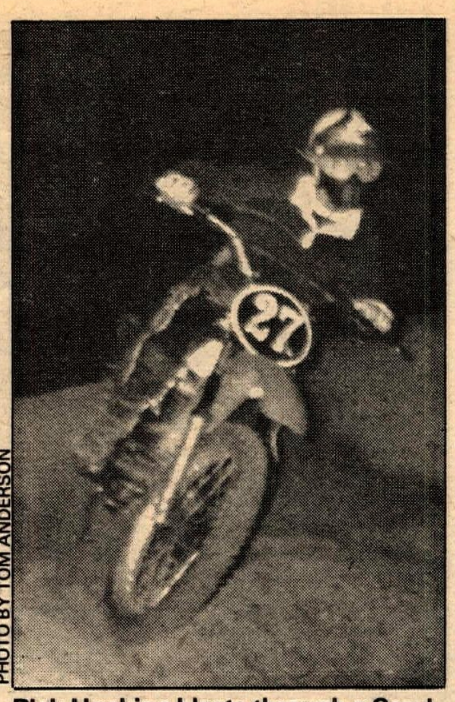

PHOTO BY TOM ANDERSON

Rick Hocking blasts through a Sand Hill Ranch berm.

Tony Souza was on the gas in the 250cc Intermediate class, winning both motos with #2 short tracker Brian Thompson chasing all the way. Gary Johnson, on a new Husky, took second in the first moto.

Pete Langly (Suz) dialed in the 125cc Intermediate class with Jim Morten on his tailpipe. Louis Shapiro beat a full class of Old Timers, doubling honors as he won the trophy dash also.

A new Powder Puff rider named Lillie Lancaster rode the trophy dash also. Lillie came all the way from Livermore to ride this special event. She smoked down the front straightaway, tossing her bra to all the guys lined along the fence. We found out later that this was Ron Lancaster's kid sister.

Big Jim Hartbauer is back and winning with Mike Underhill second in the Vets Expert class.

The nice kid from Concord, Gary Lyke on his Suzuki won the 250cc Novice with a 2 and 2 finish. Pete Craig took the first moto but couldn't get it together the second moto and finished second overall.

The Odysseys were back tonight and Jeff Billings was the big winner.

A new winner appeared in the Mini Novice class by the name of Don Stephens. He fought with Dust' 'em Davis and the Moraga Coffee Shop special of Dave Parkening, who took third.

Open Expert class was the most exciting event around. When the flag dropped national #13 Rick Hocking and #56 Jim Foley got the holeshot with Phil Anderson, Don Bailey and Kirk King in hot pursuit. Hocking and Foley held the 1-2 spots for six laps and were pulling away from the pack with Anderson hot on their tails. As Hocking and Foley went high on a berm, Anderson swooped by both and held the lead to the flag with Hocking second and Foley third.

When the flag dropped in the final moto it was Anderson who got the holeshot with Hocking and Foley in pursuit. Rick knew he had to get on the gas if he was to take the overall win and as they came up the back straightaway you could see Rick use the horsepower and grab the lead from Anderson. Rick held for the rest of the race with wide open, full lock sliding around the smooth, very fast sweeper. Anderson got second and Foley third.

Results in Results Section. ●

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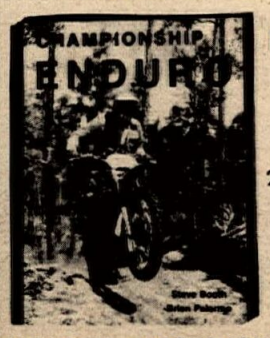

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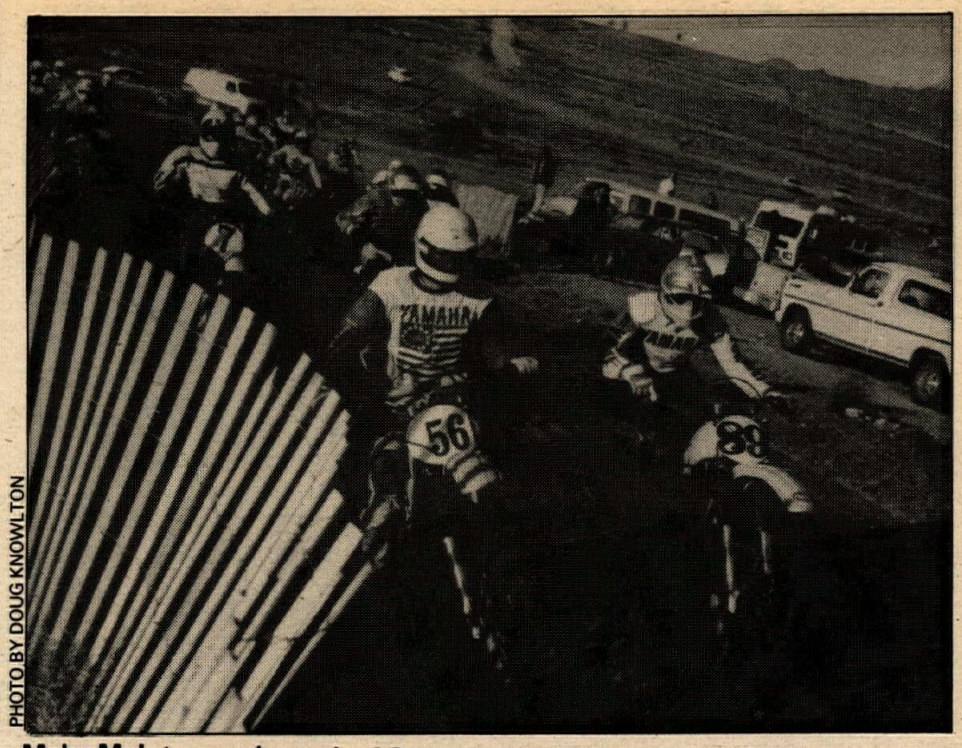


PHOTO BY DOUG KNOWLTON

Maby McIntyre and a pack of Open Pros at a New Mexico MX Final start.

Wilson/Cahill crowned at New Mexico MX finale

By Russ Cole

ALBUQUERQUE, NM, DEC. 4
A $1,000 purse, along with unseasonably warm weather, brought together most of the area's top motocross riders for the last points race of New Mexico's 1977 season at Albuquerque's Sidewinder Park.

Scott Logston won the first 125cc Expert moto after El Paso's Maby McIntyre seized his Yamaha while in the lead. Don Stewart finished second in the first of his two very impressive come-from-behind rides.

The second moto was a repeat performance for Logston who led from the drop of the gate. The race for second was quite a battle, with Steve LaPointe finally coming out ahead followed by Don Stewart.

Texas ace Ricky Blackwell had the holeshot in the first 250cc Expert moto, but halfway through the first moto he was passed by Paul Wilson and his screaming Yamaha. Wilson took the checkered with plenty of time to spare while the next three riders were very close together in one of the most exciting finishes of the day. Second went to Blackwell. Third was Logston with McIntyre fourth.

The second 250cc moto was a McIntyre benefit. Paul Wilson started fourth and quickly moved up to second. But the potential battle between him and McIntyre never happened because halfway through the moto he crashed and lost two places. By the end of the moto Wilson was back up to second, but McIntyre's lead was too big.

One of the best efforts of the day was by James Fastle who passed Logston and pulled away into a comfortable second, until his ride ended with a seized engine. Scott Edeal rode consistently fast on a Maico to finish third, followed by Logston in fourth.

Though his bike had seized twice in practice, Paul Wilson finished the races with more than enough points to make him New Mexico's new 250cc champion. Not bad for someone who just turned 16. Scott Edeal finished the season in second place. The Wilsons seem to have made a family affair of the 250cc class, as brother Gary was last year's champion. Gary was unable to contest the 250cc class today because of a seized engine in practice.

The first Open Expert moto went to McIntyre with Longston second and Edeal third. Another fine ride ended prematurely for James Fastle when his engine sucked dirt through the carb. He still managed to finish fourth, followed by Gary Wilson on a borrowed Penton in fifth.

Ricky Blackwell ran away with the second Open moto. Second went to McIntyre, and third was James Fastle who had switched engines between motos. Eddie Cahill was fourth, and that was enough to make him the season's new Open class champion. Again, Edeal was second for the season.

A notable Amateur race was the first 250cc moto. Tim Fastle had an ultimate start on a fairly old CZ, having a two-length lead before the other riders hit the gate, but he crashed while leading on the first lap. Billy Denison then took over the lead on a Bultaco, but he soon crashed also. The lead then went to John Colbert, who decided not to fall, so he won. Colbert also won the second moto for the overall. Denison was secnd.

Alan Lebow won both motos in the 125cc Amateur class. Clay Hayes was first in the Open Amateur. The 125cc Novice class was won by Todd Clark, and Austin Woodward took the Open Novice race.

There was an abnormal number of seized engines at this race. Tom Mitchell, last year's Open Expert champion, who was one of the few riders whose engine didn't seize, had this comment: "My piston won't seize, it has too much clearance. It may turn sideways... but it won't seize!"

Results in Results Section.

Trail Riders of Houston Six-Hour Hare Scrambles

By Mike Reilly

COLUMBUS, TX, NOV. 13
Expert motocrosser Shaun Kelley and 1976 Texas State Cross-Country champion Danny Erdel-

PHOTO BY REBECCA SANDS

The 125cc Novices hit Kingfisher's first turn.

jack combined forces today to win the Trail Riders of Houston Six-Hour Tag Team Hare Scrambles. The Country Camp Motorcycle Park course, some 10 miles in length, tested the best of Texas' scrambles riders and the many motocross specialists who showed up for a change of pace. The pace was very quick with winners Kelley and Erdeljack averaging 33 miles per hour for the six hours. The race ended with a dramatically close finish over the motocross team of Bryan Fox and Jake DeBoe, and the Sportcycles of Houston Husky Cross-Country Team of Guy Burkhardt and Jeff Vincent.

Before the start, the smart money would have rested with Husky riders Burkhardt and Vincent. "Burn 'Em Up" Burkhardt, the state's 1977 Cross-Country Champ, is a near legend in Texas long distance racing. His partner, Vincent, though recovering from a broken leg, is as fast and experienced as they come and was expected to solidify this most formidable team.

But today, the winning combination would require the banzai strategy of a motocrosser and the cool resourcefulness of a seasoned hare-scrambles veteran. Sixteen year-old Kelley, a state Motocross Champion, provided the first ingredient, and Erdeljack the second. Trailing several fast riders for the first two laps so that they would point the direction for him, Kelley, confident that he had learned the course on the third lap, moved past all oppostion for the lead that his team would never relinquish. His partner Danny Erdeljack anchored the winning team with his consistent laps and professional manner.

The team that came closest to the Kelley/Erdeljack duo was the motocross combination of DeBoe/Fox. The former top-ranked Houston area motocross experts proved to be a strong combination, riding methodically through the six-hour stint with little trouble. They were close enough to the eventual winners that on the final lap the fastest time recorded was needed to declare the overall winner as both teams finished with 19 total laps. The margin of defeat for DeBose and Fox was but three minutes. As it turned out, their efforts were good enough for the 250cc Expert class victory.

Burkhardt and Vincent also completed 19 laps in their team effort for third overall and second in the 250cc Expert class. The two were never able to fully cope with the speeds capable of by the many motocross specialists. In particular, they had hoped to press an error by the inexperienced Kelley in the infamous Columbus Snake-Pits, a two-mile maze like section of sand and trees that punishes the careless with terrifying crashes. There Kelley was expected to lose time and the race. But he did no such thing, maneuvering through as fast as any other rider.

In other battles, Mike Edwards, (riding Husky) and Don Longton on a Can-Am won the Open Expert class defeating the teams of TRH members Brooks Blair and Jerry Jones and the Vandiver's Cycles Maico Motocross Team of Charlie Brown and Tom Outwin.

Denny Turnbull of Houston on his Ironhorse M/C Supply 350cc Honda won the Ironman class over other intrepid solo artists. Turnbull, avoiding any sort of mechanical problems on his C&J framed Honda rode consistent and well-paced laps for the victory even outrunning many two-man teams.

Results in Results Section.

Adams, Brady bag Kingfisher cash

By Rebecca Sands

KINGFISHER, OK, NOV. 13

A large 125 Novice Class at Kingfisher Motocross plowed out of the gate Sunday with hell-bent speed, and when the cloud of dust lifted, Scott Adams (Hon) was in the lead and holding. Hold he did, all the way. Mark Harrison (Suz) crossed the checkers second with Mike Weaver (Suz) third, Dana Smith (Suz) fourth.

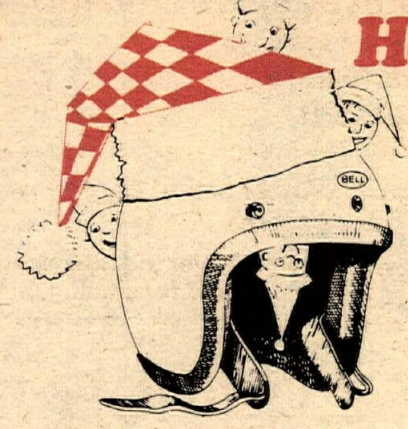
In the second moto, Adams was back in the pack at the end of the first lap, but by the fourth lap was running second and finished there. Smith rode to a first with Mike Weaver, third, and Bobby David (Suz) grabbing fourth.

250 Experts flew around the first turn. Pokey Brady (Suz) jumped out and took the lead and won both motos. Wendell Woolard (Suz) held second two laps when Bobby Sanford (Pen) got around to finish second. Chris Cunningham (Suz) took third with Woolard fourth.

In the second moto, Sanford, back in the pack, moved up to finish second with Cunningham third and Woolard fourth.

Results in Results Section.

Santa's Little Helpers



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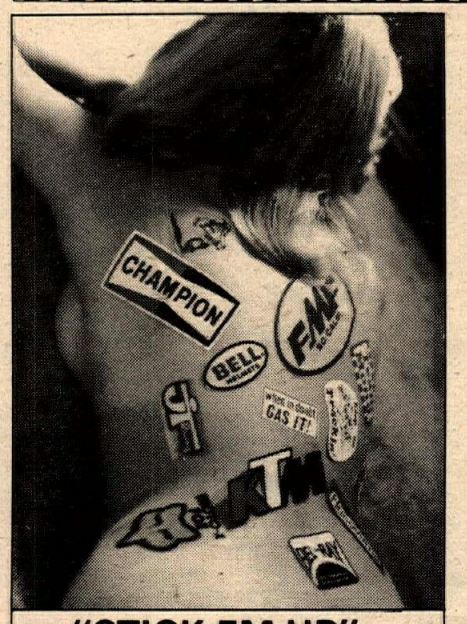

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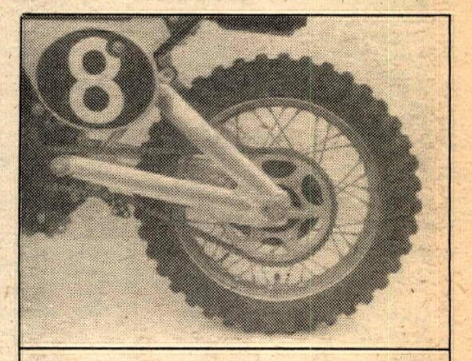

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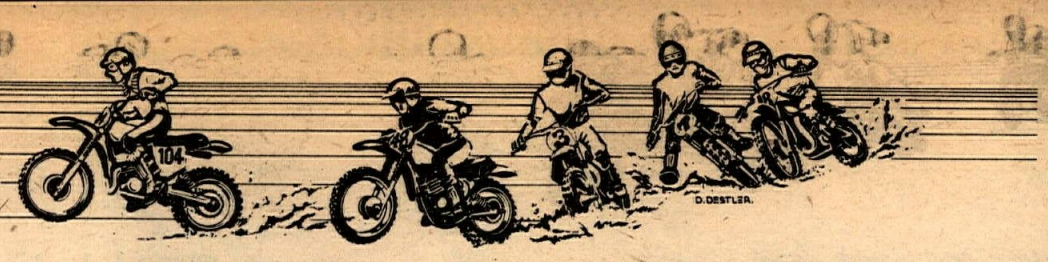


U.S.M.R.A. Minicycle Racing Elsinore, CA Nov. 27 By Carol Campbell

PEE WEE	
Jim Mallott	—
Eric Herrera	Ind
6-8 JR STK	
Brent Bowers	Itj
Sean Frampton	—
Scott Zastrow	Itj
9-11 JR STK	
Paul Denis	Itj
Frank Brundage	Suz
9-11 NOV STK 0-83cc	
Peter Lepp	Yam
Paul Smith	Suz
Mike Healey	Suz
9-11 INT STK 0-83cc	
Rudy Dickinson	Suz
Larry Brooks	Yam
9-11 EX STK 0-83cc	
Ronnie Lechien	Yam
Paul Denis	Suz
POWDER PUFF 0-83cc	
Kyrene Frampton	—
Tammy McGuire	—
12-15 NOV STK 0-83cc	
Scott Swift	Suz
Chris Swift	Yam
Alex Atencio	—
12-15 INT STK 0-83cc	
Sean Gilboy	Suz
Mike Monsegur	Suz
Robbie Brown	Yam
12-15 EX STK 0-83cc	
Scott Burnworth	Suz
Ronnie Lechien	Yam
Tom Wilson	Suz
6-8 JR MOD	
Brent Bowers	Itj
Sean Frampton	—
Newton Hebvedo	Hon
9-11 NOV MOD 0-83cc	
Peter Lepp	Yam
Tim Slayton	Yam
Mike Healey	Suz
9-11 INT MOD 0-83cc	
Rudy Dickinson	Suz
12-15 NOV MOD 0-83cc	
Scott Swift	Suz
Terry Murray	Suz
Harley Hass	Suz
12-15 INT MOD 0-83cc	
Mike Bennett	Yam
Kerri Paulson	—
Robbie Brown	Suz
12-15 EX MOD 0-83cc	
Scott Burnworth	Suz
Mark Meredith	Suz
Eric Baker	—
OPEN 105	
Scott Burnworth	Suz
Eddie Glover	Suz
Chris Morey	Suz
OPEN PRO 0-83cc	
Scott Burnworth	Suz
Eddie Glover	Suz
Tom Wilson	Suz
100cc NOV	
Allen Lucas	HCS
Jaycen Zvirbulis	Yam
Mike Bennett	Yam
100 INT	
Eddie Glover	Suz
Paul Cano	Suz
125 NOV	
Kurt McCuistion	Hon
Jeff Lucas	Hon
Gary Kincaid	Suz
125 INT	
Scott Kincaid	Yam
Philip Johnson	Yam
Scott Baker	Hon
125 PRO	
Chappy Blose	Suz
Bobby McGregor	Yam

Sun M.C. Phoenix GP Phoenix Int'l Rcwy Cashon, AZ Nov. 13 By A.H. Tellier

125 NOV	J. Jaquette
D. Stone, Jr	250 AM
M. Higbee	D. Babbitt
J. Gonzales	M. Harris
250 NOV	C. Kennedy
W. Decklever	250 EX
B. Peters	B. Cline
B. Peters	D. Tussing
OPEN NOV	B. Shepard
L. Tevis	OPEN AM
H. Forst	K. Skiff
M. Stamper	K. Miller
125 AM	R. Dickson
J. Comton	OPEN EX
D. Dixon	M. Draugel
R. Fields	D. Miller
125 EX	R. Cowles
G. Understiller	SIDECARS
L. Noblitt	K. Krohn/
S. Redondo	P. Mellillo
SR.	Whitney Kids
B. Edwards	R. Whitney/
K. Lewis	B. Torkko

Kingfisher MX Kingfisher, OK Nov. 13, 1977 By Rebecca Sands

MINI	
David Baxter	Suz
Mike Morrison	Yam
Scott Roberts	—
OVER 30	
Bob Bennight	Mai
Howard Musgrove	Mai
Jerry Morrison	Yam
100 AM	
Scott Adams	Yam
Terry Burnett	—
Donnie Vance	—
125 NOV	
Scott Adams	Hon
Dana Smith	Suz
Mike Weaver	Suz
Bobby Davis	Suz
125 AM	
Kirk Milby	Suz
Von Roberts	Suz
Don Bolton	—
125 EX	
Pokey Brady	—
Curtis Ross	Suz
Lee Hodges	Suz
250 NOV	
Jeff Allen	—
Ellis Penick	Yam
Jerry Carter	—
250 AM	
Phil Hoover	Yam
Jim Redwine	—
Carl Camp	Yam
250 EX	
Pokey Brady	Suz
Bobby Sanford	Pen
Chris Cunningham	Suz
OPEN NOV	
Tom Jolley	Suz
Jeff Allen	—
Rick Ice	Hus
OPEN AM	
Greg Brown	—
Bob Benninght	Mai
Mike McGlade	—
OPEN EX	
Pokey Brady	Suz
Wendell Woolard	Suz
Curtis Ross	Suz

CMC Night MX Speedway 117 Chula Vista, CA By Rod Eschenburg

MINI JR	
Ken Warne	Suz
Gilbert Melzer	RR
Terry Murray	Suz
MINI INT	
Chris Easterling	Yam
Kerri Paulsen	Yam
100cc JR	
Jeff Eatts	Suz
Jeff Nuss	Suz
Gary Rodriquez	Suz
100cc INT	
John White	Suz
WOMEN	
Lisa Monohan	Suz
125cc PRO	
Mike Tripes	—
Randy Hess	Suz
Terry Shekell	Yam
125cc INT	
Matt Hope	Suz
Chris Harrold	Yam
Scott Johnston	Yam
125cc JR 1	
Larry Millhoune	Suz
Gary Graham	Yam
Michael Flaherty	Suz
125cc JR 2	
Tracy McMillen	Suz
Terry Belcher	Yam
Lindsey Watts	Suz
250cc PRO	
Randy Hess	Suz
Abian Lelevier	Ma
Daniel Steele	Yam
250cc INT	
Donnie Champbell	Suz
Greg Meyers	Yam
Bryon Halt	Yam
250cc JR	
Loren Jarvis	Suz
Doug Jennings	Ma
Craig Walker	Suz
500cc PRO	
Chris Chaffee	Yam
Max Maple	Ma
Daniel Steele	Yam
500cc INT	
Matt Carter	Yam
Mark Day	Yam
Craig Infeld	KTM
500cc JR	
Jeff Norman	Yam
Jim McMurren	Yam
Neil Muelhausen	Yam

R.A.C.E. TT & HM Corona Raceway Corona, CA Nov. 16 By Elaine Jones

TT	
MINI	
Kyle Greenwood	Yam
Roger Thompson	Yam
125 NOV	
Bob Harvey	Yam
Ray Brouelette	Yam
Ronnie HAttendorf	Kaw
125 AM/EX	
Bobby Garabedian	Yam
Rodney Rainey	Hon
250 NOV	
Tim Hethcox	Yam
Don Meiner	Suz
Dan Bernstrom	Yam
250 AM/EX	
Chris Cannon	Yam
Jeff Johnson	Yam
Eddie Drake	Suz
OPEN NOV	
Darren Lowrey	Yam
Bob Summer	Yam
OPEN AM/EX	
Jeff Allison	Yam
Pat Dobbins	Tri
Jim Redding	Yam
MONEY	
Joe Steffen	Yam
Jeff Allison	Yam
Shawn Leipold	Yam
HALF MILE	
MINI	
Rob Hassay	Yam
Roger Thompson	Yam
Kyle Greenwood	Yam
125 AM/EX	
Bobby Garabedian	Yam
Rodney Rainey	Hon
250 NOV	
Todd Houghton	Yam
Tim Hethcox	Yam
David Brzozwski	Yam
250 EX Ij	
Pete Hames	Yam
Scott Dinkens	Yam
Todd Brown	Yam
250 EX II	
Chris Cannon	Yam
Dorothy Rowe	Yam
Greg Bookout	Amm
OPEN NOV	
Joanne Redding	Yam
Steve Hodgson	Yam
Philo Hatch	Tri
OPEN AM/EX	
Steve Monger	Yam
Rich Volk	Yam
Danny Perkins	Yam
MONEY	
Steve Fortune	H-D
Wayne Rainey	Yam
Steve Monger	Yam

R.A.C.E. Flat Track Corona Rcwy Corona, CA Nov. 23 By Elaine Jones

TT	
MINI	
Curtis Cannon	Yam
Rob Hassay	Yam
Greg Nelson	Yam
125 NOV	
Ray Brouelette	Yam
rob Harvey	Yam
Dean Stockwell	Suz
250 NOV	
Tim Beach	Yam
Todd Houghton	Yam
Bruce Windham	Suz
250 AM/EX	
Rich Volk	Yam
Dylan Neihart	Yam
Chris Cannon	Yam
OPEN NOV	
Scott Shoup	Yam
Don Meiner	Suz
OPEN AM/EX	
Shawn Leipold	Yam
Joel Windham	Yam
Rory Holladay	Mai
MONEY	
Don Tortorelli	H-D
Danny Perkins	Yam
Terry Singleton	Amm
HALF MILE	
MINI	
Curtis Cannon	Yam
Rob Hassay	Yam
125 NOV	
Ray Brouelette	Yam
Bob Harvey	Yam
250 NOV	
Todd Houghton	Yam
Tim Hethcox	Yam
Bruce Windham	Suz
250j AM/EX	
Pete Hames	Yam
Chris Cannon	Yam
Ben Meyer	Yam
OPEN NOV	
Scott Shoup	Yam
Don Meiner	Suz
OPEN AM/EX	
Danny Perkins	Yam
Dorothy Rowe	Yam
Steve Miller	Yam
MONEY	
Eddie Lawson	H-D
Wayne Rainey	Yam
Steve Fortune	H-D

MINERAL Wells Hillclimb Mineral Wells, TX Nov. 20 By Daine Polley

MINI	
David Almond	20:67 sec.
John Blanton	29:92 sec.
Jackie Almond	250 ft.
POWDER PUFF	
Linda Wilhite	20:57 sec.
Glenda Carder	290 ft.
Jackie Almond	145 ft.
250 ENDURO	
Mike Polley	16:39 sec.
Lewis Lachney	17:32 sec.
Ken Boyd	17:47 sec.
OPEN ENDURO	
Don Taylor	15:52 sec.
D.R. Henderson	17:10 sec.
Stan Hickey	17:29 sec.
100	
Rodney Bailey	17:87 sec.
David Almond	25:18 sec.
John Blanton	160 ft.
125	
Charles Goodnight	15:74 sec.
Mike Polley	15:84
Robert Alford	16:50 sec.
200	
David Carder	14:12 sec.
James Blanton	14:31 sec.
Thuran West	14:50 sec.
250	
Will Alford	13:50 sec.
Tom Anderson	13:29 sec.
Robert Alford	14:23 sec.
370	
Will Alford	12:91
Wayne Wilhite	13:82
Cleve Martin	13:98
500	
Tom Anderson	13:20 sec.
Henry Polley	13:50 sec.
Duffy Douglas	13:84 sec.
750	
Tom Hairston	13:51 sec.
Henry Polley	13:65 sec.
Cleve Martin	13:67 sec.
EXIBITION	
Will Alford	13:08 sec.
Tom Anderson	13:30 sec.
Henry Polley	13:55 sec.

Woodland Winter Track MX Woodland, WA Nov. 19, 1977 By Action Oz

PEE WEES	
Brad Jeffrey	Ita
Wade Lamkin	Hon
Jamie Munxon	Hon
MINI JR A	
Gary Harkleroad	Hon
Ted Snodgrass	Yam
Rodney Presley	Suz
MINI JR B	
James Croft	Yam
Bob Cameron	Suz
Steve Bye	Yam
MINI INT	
Dave Hilton	Yam
Ted Harry	Suz
9 & UNDER	
Mark Hutton	Yam
MINI EX	
Kenny Miller	Yam
100 JR	
Steve Smith	Suz
John Sanborn	Suz
100 INT	
Jody Becker	Yam
Dallas Johnson	Suz
125 JR	
Scott Smith	Suz
Gary Baslav	Yam
125 INT	
Kelley Whelchel	Suz
Chris Selnes	Yam
250 JR	
Jeff Walling	Suz
Ed Wyatt	Yam
250 INT	
Mike Kates	Suz
Casey Hood	Suz
OPEN JR	
Dave Skokan	Mai
Bill Whipple	Yam
OPEN INT	
Bob Reed	Yam
30-40	
Ray Fisher	Hus
Roger Knight	Yam
Glen Barnett	Hon
OLD TIMERS	
Charles Drake	Hus
John Geddes	Suz
ALL PROS	
Jim Anderson	Suz
Dave Eakin	Suz
Mike McCormick	Yam

AME Motocross Racing World Trabuco Canyon, CA Nov. 20 By Tom Corley

MINI BEG	
Perry Frolich	Suz
Larry Daniel	Yam
Charles Kaveman	Yam
MINI JR	
Robbie Moore	Suz
Randy Dyer	Yam
Jey Sapp	Suz
MINI INT	
Robbie Brown	Suz
Ed Williams	Yam
Mark Chikasawa	Suz
MINI EX	
Erik Kehoe	Yam
Jim Coffey	Yam
MINI PRO	
Tom Wilson	Yam
Sam Storer	Yam
100 BEG	
Vint Butler	Yam
Kirk De Michele	Suz
100 JR	
Eric Nagao	Suz
Ray Simpson	Suz
100 PRO	
Mitch Musgrave	Hon
Adam Renteria	Suz
125 BEG I	
Craig Galloway	Suz
Tim Cottrell	Yam
Mark Ashton	Yam
125 BEG II	
Joe Buckner	Hus
Tom Hernandez	Suz
Dan DeYoung	Yam
125 JR	
Randy Rogers	Yam
Phil Carter	—
Gordon Smith	—
125 INT	
DeDe Cates	Suz
Gary Adams	Hon
Doug Jacobs	Yam
125 PRO	
Doug Nicol	Suz
Steve Shippy	Suz
Rod Arnett	Suz
250 BEG	
Dino Provenghi	Suz
Rob Myerly	Suz
Doug Ashley	Suz
250 JR	
Norman Ludwig	Yam
Jeff Rodenbeck	Suz
Chuck Yager	Suz
250 INT	
John Layne	Suz
Eddie Drake	Suz
J.J. Hudson	Suz
250 PRO	
Doug Nicol	Suz
Bill Cook	Suz
Tony Schuler	Yam
500 BEG	
Kevin Koeslag	Yam
Dan Varner	Bul
Bob Campini	Yam
500 JR	
Mark Todd	Yam
Bob Pereira	Mai
Jeff Ortberg	Mai
500 INT	
Rick Marion	Hus
Don Pettingill	Yam
500 PRO	
Bill Hagen	Yam
Tom Mayfield	Mai

Whitney Hillclimb Whitney, TX Nov. 6 By Diane Polley

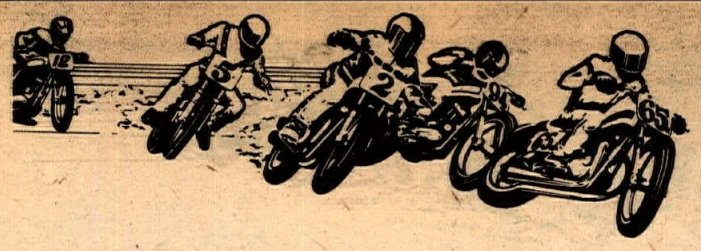
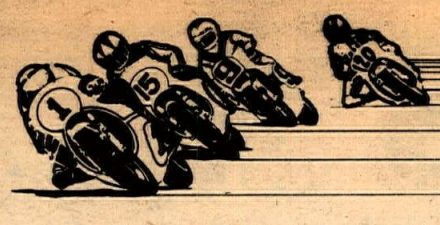
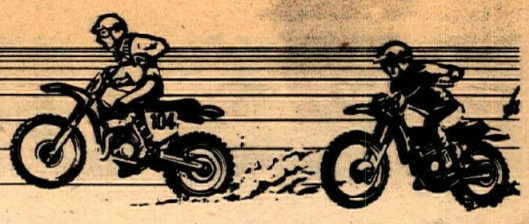
MINI	
David Almond	12:53 sec
Tim Johnson	192 ft.
Jody Culp	190 ft.
POWDER PUFF	
Marie West	10:86 sec.
Linda Wilhit	11:98 sec.
Jackie Almond	150 ft.
125 ENDURO	
Robbie Bailey	13:01 sec.
Ronald Meeks	240 ft
Benny Hines	220 ft.
250 Enduro	
Russell Meeks	10:47 sec.
Lewis Lachney	10:77 sec.
Eugene Johnson	11:40 sec.
OPEN ENDURO	
Donnie Taylor	9:84 sec.
Norman Delamor	9:86 sec.
Ronald Tye	10:07 sec.
100	
Charles Goodnight	9:31 sec.
David Almond	12:76 sec.
David Chandler	14:52 sec.
125	
Charles Goodnight	9:21 sec.
Mike Polley	9:38 sec.
Bart Spears	9:53 sec.
200	
James Blanton	8:07 sec.
Thurman West	8:35 sec.
David Carder	8:81 sec.
250	
Will Alford	7:58 sec.
Tom Anderson	7:73 sec.
David Carder	8:50 sec.
370	
Will Alford	7:51 sec.
Cleve Martin	7:75 sec.
Henry Polley	8:91 sec.
500	
Henry Polley	7:82 sec.
Duffy Douglas	8:35 sec.
Tom Anderson	8:35 sec.
EXIBITION	
Will Alford	7:65
Tom Anderson	7:92
Cleve Martin	8:10

Plymouth MX Plymouth, CA Nov. 27 By Andy Medin

50 MINI	
Dennis Schmidt	Ita
80 NOV	
John Looney	Suz
Bobby Moore	—
80 JR	
Loren Turner	Kaw
Jeff McCrary	Suz
80 EX	
Brad Wilson	Suz
100 NOV	
Jeff Cabral	Suz
Jerry Cabral	Suz
100 EX	
Wade Wilson	Suz
OLD TIMERS EX	
Joe Mac Kenzie	Mai
OLD TIMERS JR	
Jan Gellatly	Hus
OLD TIMERS NOV	
John. H. Fuqua	Pen
Earl Lewallen	Suz
VETS EX	
Ron Davies	Bul
VETS JR	
Ernie Cabral	Suz
VETS NOV	
Ray Ehlers	Hus
125 PRO	
Jim Lesniewski	Suz
Don Ferraro	Suz
Dana Waxham	Suz
125 JR	
Jody Gaines	Suz
John Middleton	Suz
Darrell Chapman	Suz
125 NOV I	
Chris Raza	Hon
Dan Carpenter	Suz
Kurt Basgall	Suz
125 NOV II	
Greg Tagge	Suz
Rickey Cervantes	Suz
Rick Evans	Suz
100 EX	
Curt McCoy	Suz
100 NOV	
Ernie Ballard	Yam
Tim Rosenberg	Suz
WOMEN'S DIV	
Kathy Wall	Yam
Donna McGlothin	Suz
250 PRO	
Darrell Shultz	Mai
Don Cantaloupi	Yam
Eric McKenna	Yam
250 JR	
Jim Fratini	Suz
Dennis Caneveri	Hus
Jeff Greener	C-A
250 NOV I	
Rick Langley	Suz
Tony Berluti	Yam
Scott Stromberg	Mai
250 NOV II	
Mickey Agua	Yam
Bill McDevitt	Suz
Mark Obester	Hus
OPEN PRO	
Darrell Shultz	Oss
Bob Myers	Mai
Bill Grossi	Hus
OPEN JR	
Mike Yochum	Yam
Craig Pattison	Yam
OPEN NOV	
Jim Giuffra	Yam
Tim Waller	Suz

R.A.C.E. ST, TT & HM Corona Rcwy Corona, CA Dec. 4 By Elaine Jones

SHORT TRACK	
MINI I	
Rob Hassay	Yam
Curtis Cannon	Yam
Chris Gables	Yam
MINI II	
Brad Roach	Yam
Darrin Bell	Hon
125 NOV	
Mario Ayers	Yam
Bruce Nordstrom	Yam
Ron Hattendorf	Kaw
125 AM/EX	
Bobby Garabedian	Yam
Ross Klatt	Hon
Rob Ely	Yam
250 NOV	
Bruce Windham	Yam
Kerry Picken	Yam
Bob Callaway	Kaw
250 AM	
Ben Meyer	Yam
Mark Butler	Yam
Brandon Carnahan	Yam
250 EX	
Todd Brown	Yam
Terry Singleton	Amm
Craig Martin	Yam
OPEN NOV	
Allen Swett	Hon
Don Meiner	Yam
Mike Montgomery	Yam
OPEN AM/EX	
Jim Roach	Yam
Bill Bartels	H-D
Mark Butler	Yam
MONEY	
Wayne Rainey	Yam
Charlie Summers	Yam
Steve Fortune	Bul
TT	
MINI	
Curtis Cannon	Yam
Chris Gables	Yam
Greg Nelson	Yam
125 NOV	
Jim Livingston	Yam
Stan Galvez	Suz
Bruce NOrdstrom	Yam
125 AM/EX	
Bobby Garabedian	Yam
Jake Billings	Yam
Ross Klatt	Hon
250 NOV	

Bruce Windham	Suz
Bob Callaway	Kaw
Kerry Picken	Yam
250 AM/EX	
Dylan Neihart	Yam
Ben Meyer	Yam
Mike Hale	Oss
OPEN NOV	
Allen Swett	Hon
Don Meiner	Yam
Mike Montgomery	Yam
OPEN AM/EX	
Jim Roach	Yam
Bill Bartels	H-D
Jerry Peters	Yam
MONEY	
Don Grigsby	Yam
Joe Steffen	Yam
Shawn Leipold	Yam
HALF MILE	
MINI	
Curtis Cannon	Yam
Chris Gables	Yam
Roger Thompson	Yam
125 NOV	
Bruce NOrdstrom	Yam
Stan Galvez	Kaw
Lawrence Felipe	Yam
125 AM/EX	
Bobby Garabedian	Yam
Rob Ely	Yam
Ross Klatt	Hon
250 NOV	
Bob Callaway	Kaw
Kerry Picken	Yam
Dave Keil	Hon
250 AM	
Tony Herrera	Yam
Ben Meyer	Yam
Brandon Carnahan	Yam
250 EX	
Chris Cannon	Yam
Todd Brown	Yam
Terry Singleton	Amm
OPEN NOV	
Scott Shoup	Yam
Gary Johndro	Yam
Steve Mainini	Yam
OPEN AM/EX	
Rich Volk	Yam
Pat Dobbins	Tri
Jerry Peters	Yam

Manning Road Race
Ontario Motor Spdwy
Ontario, CA
Dec. 4
By Jim Lester

BEG RACE	
Jeff Tuttone	Yam
Randy Schisler	Yam
Doug Sallen	Hon
50cc GP	
Jewel Hendricks	Kre
Jim Ahrens	Kre
Mario Caldato	Ita
100 GP	
Darren Penrod	Yam
Rick Beasley	Kaw
Greg Chaffee	Yam
125 GP	
Fred Winters	Hon
Mick Frew	Hon
Bob Nolan	Yam
200 GP	
Billy Addington	C-A
Steve Sheftel	Puc
Jim Lester	C-A
250 GP	
John Gidney	Yam
John Glover	Yam
Ron Hlarka	Tho
350 GP	
Whitney Blakeslee	
500 GP	
John Gidney	Yam
Ron Hlarka	Yam
Bill Henry	Yam
OPEN GP	
David Emde	Yam
Jim Dunn	Yam
Billy Addington	Kaw
4-STROKE GP UNDER 600	
Steve Schrader	Hon
John Ulrich	Hon
Tom Ballantyne	Suz
4-STROKE OPEN GP	
Harry Klinzmann	BMW
Billy Addington	Kaw
Pat Eagan	Ric
125 PROD	
Steve Sheftel	Hon
Tom Burba	Yam
200 PROD	
John Chermak	Yam
Jill Keenan	Yam
Dennis Power	C-A
250 PROD	
Michael Fleming	Yam
John Chermak	Yam
Terry Newby	Mon
350 PROD	
Jay Smith	Yam
Malcolm Hill	Yam
Leland Nakagawa	Yam
500 PROD	
Dick Fuller	Yam
Scott Clough	Yam
Jay Smith	Yam
750 PROD	
Mike Kauzlavich	Kaw
Newton Hildebrand	Suz
Pete Bothwell	Kaw
OPEN PROD	
Billy Addington	Kaw
Chuck Parme	Kaw
Syd De Soto	Kaw
CAFE RACE	
Steve Schrader	Hon
Danny Coe	Yam
John Matherson	Hon
SUPER CAFE	
Carry Keoshgerian	Hon
Dick Kilgroe	Kaw
Mike Kauzlarich	Kaw

R.A.C.E. TT & HM
Corona Rcwy
Corona, CA
Nov. 30
By Elaine Jones

TT	
MINI	
Chris Gables	Yam
Roger Thompson	Yam
125 AM/EX	
Steve Karsten	Yam
Bobby Garabedian	Yam
Ronnie Hattendorf	Kaw
250 AM	
Eddie Drake	Suz
Don Bernstrom	Yam
Mark Butler	Yam
250 EX	
Chris Cannon	Yam
Dylan Neihart	Yam
Craig Dale	Amm
OPEN NOV	
Don Meiner	Yam
Scott Shoup	Yam
Ron Sheets	Yam
OPEN AM/EX	
Eddie Drake	Suz
Clark Jones	Amm
John Calicchio	Yam
MONEY	
Don Grigsby	Yam
Chris Cannon	Yam
Craig Dale	Amm
HALF MILE	
MINI	
Chris Gables	Yam
Rob Hassay	Yam
Roger Thompson	Yam
125 AM/EX	
Bobby Garabedian	Yam
Steve Karsten	Yam
250 EX	
Pete Hames	Yam
Scott Dinkins	Yam
Todd Brown	Yam
OPEN NOV	
Ron Sheets	Yam
Scott Shoup	Yam
Don Meiner	Yam
OPEN AM/EX	
Dylan Neihart	Yam
Steve Monger	Yam
Robrt Butt	Yam
MONEY	
Eddie Lawson	H-D
Don Grigsby	Yam
Pete Hames	Yam

CRC Shp Mtch Race/
Redlands Suz vs.
Victorville Suz.
Oct. 23-Dec. 4 1977
By Donna Hodgin

MINI BEG	
Brian Scott	Red
MINI NOV	
Richard Hoffman	Red
MINI INT	
Chris Scott	Red
100 BEG	
Kevin Huntsman	Red
100 NOV	
Dave Smith	Vic
125 BEG	
Tommy Hodgin	Red
125 NOV	
Todd Baldwin	Red
125 INT	
Alan Chiuminatta	Red
125 EX	
Clint Carman	Red
250 BEG	
Gary Nerrill	Red
250 NOV	
Brian Tolson	Red
250 INT	
Danny Burtt	Red
250 EX	
Mike Brown	Vic
OPEN BEG	
Greg Wilkerson	Vic
OPEN NOV	
Anthony Cunningham	Red
OPEN INT	
Larkin Wright	Vic
OPEN EX	
Don Simonian	Vic
JR VETS	
Larry Asker	Vic
SR. VETS	
Lane Hodgin	Red
SPECIAL TROPHY	
Danny Purington	Red
SHOP TROPHY	
Redlands	

D & C MX
Sand Hill Ranch
Brentwood, CA
Nov. 27
By Pat Doyle

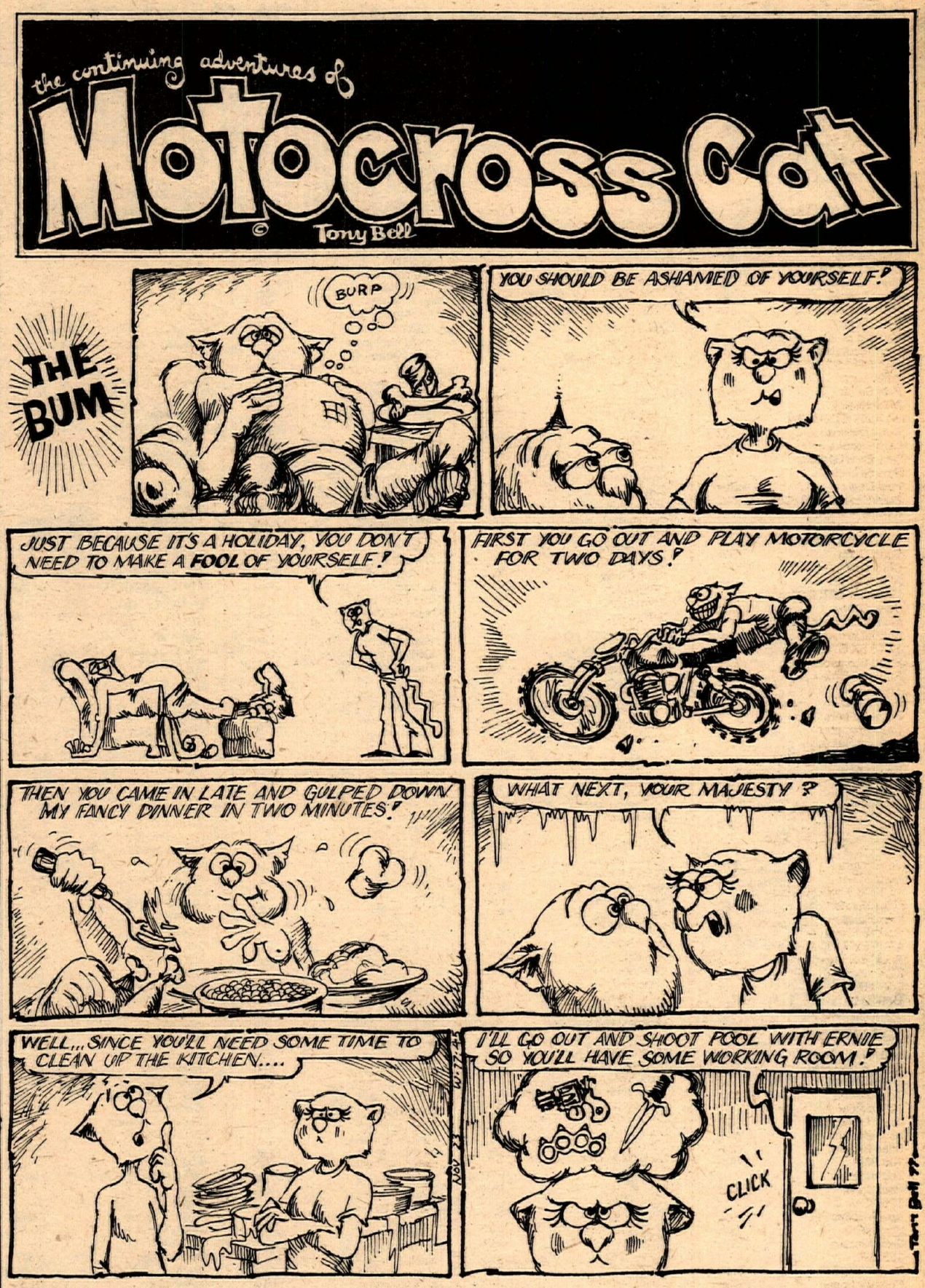
MINI NOV	
Mark Mellander	Suz
Jeff Holder	Yam
Sam Knowlton	Suz
MINI EX	
Mike Holmes	Suz
100 NOV	
Kenny Herree	Suz
Bobby McGinnis	Suz
Eriti Fjellbo	Suz
125 NOV	
Mark Ryan	Suz
Ken Small	Suz
Mike Wyatt	Suz
125 INT	
Scott Rebuck	Yam
Brian Brown	Suz
Paul Ryan	Suz
125 EX	
Mike Preston	Suz
Danny Dobbins	Suz
Randy Blair	Yam
250 NOV	
Dave Stirling	Suz
Karl Van Ubin	Hus
Doug Fraices	Suz
250 INT	
Mark Stirung	Suz
Marty Lukaszewski	Suz
Rich Schumacher	Hus
250 EX	
Mike Hersman	Hus
Phil Crane	Suz
Harold Hutson	Hus
OPEN NOV	
Rick Barry	Yam
Danny Souza	KTM
Scott Foster	Hus
OPEN INT	
Paul Ryan	Suz
Doug Swarlhout	Suz
Gene Cogburn	Mai
OPEN EX	
Jerome Heiberger	Mai
Pat Brown	Mai
Curt Wilcox	Yam
VET NOV	
Dan Whiteman	Mai
Don Rich	Yam
Alan Meyer	Suz
OLD TIMERS EX	
Gary Arnold	Yam
OLD TIMERS NOV	
Loyall Woslen	Suz

CRC MX
DeAnza Cycle Park
Sunnymead, CA
Dec. 4
By Ron Lawson

MINI BEG	
Randle Buckner	Suz
Brian Scott	Suz
Doug Aldringe	Yam
MINI INT	
Gordon Ward	Suz
Chris Scott	Suz
100 BEG	
Kevin Huntsman	Suz
Jim Patterson	Suz
David Smith	Yam
125 BEG	
Jimmy Hullett	Suz
Roger Thomas	Yam
Kit Palmer	Suz
125 NOV	
Todd Baldwin	Suz
Don Koch	Suz
Ken Odra	Yam
125 INT	
Craig Gormley	Yam
Tom Tate	Suz
Dennis Creason	Suz
125 EX	
Clint Carman	Suz
Drew Nelson	Suz
Andrew Jefferson	Suz
250 BEG	
Gary Merrill	Suz
Joe Pena	Mon
Scott Allen	Suz
250 NOV	
Scott Quick	Suz
Mike O'Neal	Suz
Rick Roelle	Hus
250 INT	
Danny Burtt	Suz
Bob Vasichek	Suz
Dan Cannon	Suz
250 EX	
Danny Jean	Suz
Robbie Brand	Yam
Larry Ripley	Yam
OPEN BEG	
Bill Koch	Suz
Kirk Kuhos	Yam
Bert Wehr	Suz
OPEN NOV	
Elmer Wolard	Suz
Doug Silverstein	Suz
Anthony Cunningham	Suz
OPEN INT	
John Rogers	Hus
Wayne Dohrman	Yam
OPEN EX	
Don Simonian	Suz
Norm Bigelow	Suz
Rich Mark	Hus
CRC SR. VETS	
George Spellman	Kaw
Gary Gibbons	Yam
Lane Hodgin	Suz

Sand Hill Ranch MX
Brentwood, CA
Nov. 25
By Tom Anderson

MINI NOV	
Craig Seher	Yam
Rick Olson	Yam
Troy Barazoto	Yam
MINI INT	
Jammin' John	Suz
MINI EX	
Mike Holmes	Suz
100/125 BEG	
Jerry Deuker	Suz
100 INT	
Phillip Aiello	Suz
125 NOV I	



RESULTS

Art Figaroa	Hon
Alan Kiause	Yam
Keith Pantell	Suz
125 NOV II	
Brian Flinn	Hon
Bobby Mc Ginnis	Suz
125 INT	
Mark Pantell	Suz
125 EX	
Bob Geffert	—
250 INT	
Tony Souza	Hus
OPEN INT	
Pete Ford	Yam
250 NOV	
Rick Martin	Suz
Vern Dunham	Suz
Pete Craig	Suz
OPEN NOV	
Mark Blackman	Yam
Dennis King	Yam
Howard Moss	Suz
250 EX	
Joey Schlag	Yam
OPEN EX	
Phil Anderson	Yam
Jim Foley	Yam
VETS INT	
Oscar Lopez	Yam
VETS EX	
Jim Hartbauer	Yam
OLD TIMERS	
Louis Shapiro	Bul
Chris Jiannalone	—
ODYSSEY	
Larry Beck	Hon
Mike Wester	Hon

Fremont Rcwy S.T.
Fremont, CA
Dec. 3
By Ken Centoni

MINIS	250 NOV
60 NOV	D. Mathews
B. Turner, Jr	E. Dolan
60 JR	250 JR
S. Mayfield	B. Newell
80 NOV	D. D'Ambruoso
C. Burt	250 EX I
T. Rankin	R. Day
80 JR	W. Karcich
W. Beecher	250 EX II
80 EX	J. Mertens
J. Barton, Jr	R. Spencer
100 JR/EX	360/500 NOV
M. Arthur	S. Avist
125 NOV	M. Bettencourt
D. Salazar	360/500 JR
F. Mazur	J. Patterson
125 JRLEX	M. Ahm
R. Cunnington	360 EX
W. Thompson	M. De Lacey
D. Coca	J. Mertens
175/200 NOV	500 EX
D. Drew	S. Eklund
R. Mayfield	D. Nazissi

AME MX
Sprockets Park
Bakersfield, CA
Dec. 4
By Lee Taylor

60 MINI JR. BEG	
Johnny Hoffman	Suz
Bobby Hoffman	Suz
Don Priddy	Hon
100 BEG	
Nick Rhodes	Yam
125 BEG	
Brian Newan	Suz
Tim Ramos	Hon
250 BEG	
Harold Smith	Hus
MINI JR 80cc	
Kurtis Wilder	Yam
Chris McCauley	Suz
Jeff Hentges	Yam
100 JR	
Mike Christian	Hon
Kurtis Wilder	Suz
125 JR	
Mike Wiggins	Suz
Darren Oliver	Suz
John McCauley	Yam
250 JR	
Stacy Magorian	Hon
John Simpson	Yam
Robert Anderson	Hon
500 JR	
Kenny Seguine	Mai
Clifford Stock	Hus
Chuck Bailey	Yam
MINI INT. 60cc JR	
Todd Walsh	Hon
MINI INT 80cc	
Gene Stephens	Yam
100 INT	
Mike Yafchak	Yam
125 INT	
Mark Bledsoe	Yam
Rob Abernathy	Yam
Bill Reccnia	Suz
250 INT	
Tim Schmidt	Suz
John Jackson	Mon
Mike Lopez	Suz
500 INT	
Dennis Stubblefield	Yam
MINI EX	
Randy Harden	Yam
100 PRO	
Jim Cote	Suz
Chris Heisser	Suz
125 PRO	
Loren White	Suz
Gary Jones	Suz
250 PRO	
Wally Cook	Suz
Greg Torgerson	Suz
500 PRO	
Mike Antes	Suz
Jim Denson	Mai
Steve Zimmerman	Yam
A.T.C. 90	
Curtis Sparks	Hon
Carl Foster	Hon
Randy Riggs	Hon
WOMEN'S DIV	
Chelle Blythe	Hon
Sally LaMacchia	Suz
Robin Colman	Suz
VETS	
Bill Oliver	Yam
Frank Fernandez	Yam
Ray Jordan	Bul

Trail Rdrs. of Houston
6-hour hare scrambles
Columbus, TX
Nov. 13
By Mike Reilly

OVERALL	
Shaun Kelley	Suz
Danny Erdeljack	Hus
250 EX	
Bryan Fox	Suz
Jake DeBoe	Yam
Guy Burkhardt	Hus
Jeff Vincent	Hus
Doug Lee	Hus
Randy Jackson	Pen
OPEN EX	
Mike Edwards	Hus
Don Longton	C-A
Brooks Blair	Hus
Jerry Jones	Yam
Charlie Brown	Mai
Tom Outwin	Mai

Challenge Race
Elsinore Rcwy
Elsinore, CA
Dec. 4
By Andi Gangewer

MINI CLASS	
Ken McIntire	Yam
Jim Snow	Yam
Raymond Reiter	Hon
125 BEG/NOV	
Pat Scocchio	Suz
David Saugstad	Suz
Kevin Mason	Yam
125 EX	
Robert Pfetzing	Yam
Randy Monreo	Suz
250 OPEN BEG/NOV	
Thom Miller	Yam
Jose Gonzales	Suz
Clifton Wood	Yam
250 OPEN EX	
Bobby Sanders	Yam
Dave Reinhardt	Yam
Jack Smith	Bul

HSMX CMC
Championship
Saddleback Park
Orange, CA
Nov. 19
By Brenda Ingram

125 JR I	
Mike Blake	G.G.
Fred Nichols	S. DMS
Dean Gurholt	Poway
125 JR II	
Burt Siler	NWPRT
Neal Mofhitz	UNIV.
Mike Ingram	Cerr
125 JR III	
Bill Boyer	Nwprt
Mike Graham	GG
Mike Osenbaugh	Walnut
250 PRO	
Luc De Ley	Loara
125 INT	
Robert Green	G.G.
Steve Asa	Cerr
Dennis Shotwell	Cerr
125 PRO	
Tony Gomez	Cerr
125 EX	
Mike Magrann	Cerr
250 iNT	
Chuck Cheek	Bellflwr
OPEN PRO	
Jeff Allison	Mt. Car
OPEN INT	
Kevin Kloehn	Sonora
OPEN JR	
Nick Ackley	Pacif
Mike Fitzgerald	Sonora
Dave Jones	Sonora
MINI INT	
Danny Ramirez	Gahr
MINI EX	
Dave Brinegar	Sonora
100 JR	
Less Fulkerson	Sonora
100 EX	
Pat Kehoe	Nwprt
100 INT	
Ryan Eide	Gahr
MINI JR (4 STK)	
Bob wilson	Currie
MINI JR (2 STK)	
David Hopwood	Mea.
Scott Johnson	Cerr
Mike English	Gahr
125 CHAMPIONSHIP MOTO	
Mike Blake	G.G.
Fred Nichols	S. Dimas
Burt Siler	Nwprt hbr
Dean Gurholt	Poway
Neal Mofhitz	Univ.
Mike Ingram	Cerr
Mike Graham	G.G.

Old Timers MX Assn
Cycle Haven
Long Beach, CA
Nov. 27
By Betty Bird

MASTER	
John Rice	KTM
Al Dennler	Mai
Jim Warden	—
EXPERT	
Cal Browning	KTM
Ken Williams	Yam
Bob Millner	Yam
AMATEUR	
Dick Varvel	Mai
Art McNamee	Yam
Kenny Watts	Yam
NOVICE	
bob Beasley	Yam
Jay Wahl	Rok
Dave Collins	—

T.T. Scrambles
Elsinore Raceway
Dec. 3
By Andi Gangewer

MINI BEG	
Ted Cooper	YZ
Barney Frank	Suz
Steve Paris	Yam
MINI NOV/AM	
Jim Snow	Suz
Scott Bullard	Suz
Randy Wilkins	Yam
100-125 BEG	
Steve Sixberry	Yam
Glenn Esquivel	Suz
Pat Scoccoltio	Suz
250 BEG	
Rick Filipe	—
Brian Tarvin	Yam
S. Lawson	Suz
125 NOV	
Steve Smith	Yam
tomas de Leon	—
Bob Burns	Yam
250 NOV	
Dan Bernstrom	Yam
Tim Gray	Suz
Larry Wanbaugh	Hon
OPEN NOV	
Don Meiner	Yam
Ron Jones	Hus
Thore Dunn	Kaw
SPEC. NOV	
Don Meiner	Yam
Ron Jones	Hus
Dan Bernstrom	Yam
3 WHEELERS	
Louie Quevedo	Hon
Tim Anisho	Hon
Lee Clutts	Hon
125 AM/EX	
Danny Williamson	Yam
Gary Smith	Yam
Jim Speigle	Yam
250 AM	
Danny Williamson	Bul
Bruce Windham	Suz
Jim Summers	—
250 EX	
Bud Wanbaugh	Bul
Dorothy Rowe	Yam
Gary Smith	Bul
OPEN AM/EX	
Joel Windham	—
Don Frauenberger	Yam
Steve Miller	Yam
SPEC. EX	
Joel Windham	Yam
Dorothy Rowe	Yam
Mike Montgomery	Yam

Cycleland Scrambles
Chico, CA
Dec. 4
By D. Hubbard

MINI CLASS 80cc NOV	
Jim Horn	Suz
Kim Atkinson	Suz
80cc JR/EX	
Joe Brazil	Suz
Tim Aston	Suz
100cc NOV	
Jeff Fuller	Suz
125cc NOV	
Phillip Peters	Hon
Stan Capps	Suz
Barney	Suz
125cc JR	
George Bander	Suz
Danny Benson	Suz
125cc EX	
Ken Gray	Hon
250cc NOV	
Jerry Griswald	Mai
Jon Heiny	Hon
Carl Funke	Suz
250cc JR	
George Saunder	Suz
Craig Pattison	Yam
OPEN NOV	
Kevin Green	Mai
Mickey Clanton	Suz
Mike Shook	Suz
OPEN NOV	
Kevin Green	Mai
Mickey Clanton	Suz
Mike Shook	Suz
OPEN JR	
Craig Pattison	Yam
Charles Perkins	Yam
OPEN EX	
Dennis Frisbee	Hus
Jerry McBrayer	Mai
Tom Odekirk	Yam
VETS RACE	
Jim McMahan	Mai
OLD TIMERS RACE	
Jerry Griswold	Mai

Sidewinder MX
Albuquerque, NM
Dec. 4
By Russ Cole

125 NOV	D. Stewart
T. Clark	S. Slayton
T. Griswold	125 EX II
T. Iovinelli	S. Logston
125 AM	S. LaPointe
A. LeBow	D. Stewart
M. Berry	250 EX I
S. Jones	P. Wilson
250 AM	R. Blackwell
J. Colbert	S. Logston
B. Denison	250 EX II
M. Peebles	M. McIntyre
250/OPEN NOV	P. Wilson
A. Woodward	S. Edeal
R. Dirnberger	OPEN EX I
J. Jones	M. McIntyre
OPEN AM	S. Logston
C. Hayes	S. Edeal
B. Rogers	OPEN EX II
K. Houston	R. Blackwell
125 EX I	M. McIntyre
S. Logston	J. Fastle

CMC Motocross
Saddleback Park
Orange, CA
Dec. 4
By Patti Firth-Trotter

MINI JR	
David Hopwood	Suz
Dave Odem	Suz
Todd Behlings	Yam
MINI INT	
Greg McConnell	Yam
Mark Toyama	Yam
100 JR	
Ryan Eide	DG
Craig Kelly	Suz
Mike Knoeck	Suz
100 INT	
B.J. Lehn	DG
Dave Wolfe	Hod
100 PRO	
Rick Johnson	Yam
lee Eide	DG
Adam Renteria	Suz
125 PRO	
David Taylor	DG
Pete Wanket	Yam
Jeff Ward	FMF
125 INT	
Zach Halopoff	Suz
Gary Tomlin	Hon
Matt Nelson	Suz
125 JR I	
Vere Butler	Yam
Bart Hitt	Suz
Mark Page	Suz
125 JR II	
Mike Quigley	Suz
Joe Green	Suz
Dominic Saavera	Suz
250 PRO	
Jeff Vidic	Yam
Rex Staten	Bass
Peter Wanket	Yam
250 INT	
David Behlings	Suz
Steve Jackson	Yam
Keith Doege	Yam
250 JR I	
Lee Ramage	FMF
Darren Kaiser	Yam
Brian Allen	Yam
250 JR II	
Howard Wright	Yam
Jim Rose	CH
Jim Pleasants	Suz
500 PRO	
Scott Gillman	Yam
Rex Staten	Bass
Dave Williams	Mai
Val tamietti	TNT
500 INT	
Marty Smith	Yam
Bob Bourne	Bul
Jim Williams	Yam

Short Track/TT/
TT Rough Scrambles
Perris Raceway
Perris, CA
Nov. 26
By Phil Wulff

80/100	
Rob Hassay	Yam
Curtis Cannon	Yam
Steve Rigg	Kaw
125 NOV	
Baron Bibee	Hon
Danny Perez	Yam
250 NOV	
Robert Yorba	C-A
Ken McIntire	Yam
Norm Ludwig	Yam
250 AM/EX	
Chris Cannon	Yam
John Sperry	Suz
Terry Singleton	Amm
OPEN NOV	
Greg Beloit	Yam
Baron Bibee	Yam
JOE Marabito	Yam
OPEN AM/EX I	
John Sperry	Suz
Jay Lewis	Suz
Terry Singleton	Amm
OPEN AM/EX II	
Joel Windham	Yam
Artie Nay	Kaw
Bruce Boyd	Suz
TT SCRAMBLES	
80/100	
Curtis Cannon	Yam
Jeff Williams	Yam
Ronnie Wulff	Yam
125 NOV	
David Stewart	Yam
Don Milam	Suz
Dale Whiteman	Yam
250 NOV	
Robert Yorba	C-A
LeRoy Dozois	Kaw
Bill Mitchell	Mai
250 AM/EX	
Sam Burns	Yam
Jay Lewis	Suz
John Sperry	Suz
OPEN NOV I	
Baron Bibee	Yam
Jay Slee	Yam
Joe Marabito	Yam
OPEN NOV II	
Rueben Benites	Yam
David Stewart	Yam
Greg Beloit	Yam
OPEN AM/EX	
Pat Dobbins	Tri
Joel Windham	Yam
Bruce Boyd	Suz
OPEN EX	
Rex Staten	Yam
John Sperry	Suz
Joe Steffen	yam

Ridgecrest Cycle Park
Ridgecrest, CA
Nov. 20

MINI-MINIS	
Cory Binns	Hon
Joseph Norris	Hon
Erick Thiele	Hon
80 BEG	
Steve Bellen	Suz
Curtis Sarad	Yam
David Lane	Yam
80 INT	
Johnny Sandquist	yam
Don Cordle	Yam
Jeff Black	Hon
80 EX	
Jeff Stanford	Yam
POWDER PUFF	
Elaine Eyre	Hon
Bekki Armstrong	Suz
Diane Tilley	Hon
100 BEG	
Warren Cravelle	Hon
Adam Halap	Suz
Todd Evans	Suz
100 EX	
Putt-Putt Pappe (Jim)	Suz
125 BEG I	
Lee Taylor	Yam
Richard Witwer	Hon
Gary Johnson	Yam
OPEN BEG	
Butch Burfeindt	Suz
D. Luzinas	Suz
Stew Hayes	Suz
OPEN INT	
Vince eyre	Hus
Bernie Fuentes	Yam
Ken Seaman	Suz
OPEN EX	
David Williams	Yam
Doug Krausman	Suz
OLD TIMERS	
Richard Hughes	Yam
Fred Mansfield	Bul
John Placencia	Yam
125 BEG II	
Joe Leak	Suz
Bernie Condon	Hon
Scott Witt	Yam
125 INT	
Terry Wick	Yam
Nick Young	Hon
Pryor Bonner	Yam
125 EX	
Ken Willis	Yam
Gary Neal	Yam
Doug Bridgee	Hon
250 BEG	
Deven Santangelo	Suz
Mike Duwell	Suz
Danny Luzinas	Sus
250 INT	
Bill West	Oss
Greg Winkel	Yam
Brian Vargus	Suz
250 EX	
Brad Eyre	Suz
Gale Tyler	Suz
Jerry Irelan	Yam

Las Vegas MX Club
Williams Raceway
Las Vegas, NE
Nov. 20, 1977

125 AM	
Jerry Ramsay	Suz
Donnie Toti	YZ
Randy Honeycutt	YZ
100 AM	
Mark Morris	Suz
Lance Lovaas	Yam
Keith Underwood	YZ
125 NOV	
Glenn Fannin	Yam
Daryl Plumleigh	Yam
Jim McAdams	Suz
100 NOV	
Kevin Speakman	Suz
Greg Laswell	—
Craig Baldwin	Suz
250 EX	
Kenny Krumme	Acc
Tony Brunetti	Yam
Larry McCall	Hus
125 EX	
Eric Elizondo	Yam
Troy Fitch	Yam
Paul Emerson	Acc
100 EX	
Rick Angelo	CH
Charlie Walsh	Suz
Steve McLaughlin	Yam
OTHG EX	
Devil Son	—
Juicy John	—
Pineapple Purdy	—
OTHG AM	
Horny Howard	—
Kareful Ken	—
Dazzling Dave	—
OTHG INT	
C.O.D. Carl	—
Enormous Earl	—
Lucious LeRoy	—
OTHG NOV	
Gory Glen	—
Burley Bill	—
Luv-Inn Lyle	—
MINI NOV	
Mike Gibson	Yam
Kenny Keefe	YZ
John Wise	Yam
MINI AM	
Robbie Wendt	Ste
Mark Russell	Acc
Mike Heers	Acc
MINI EX	
Wayne Arnold	—
Nel Mallory	Yam
Jimmy Krumme	Acc
250 AM	
Victor Lifhty	Mai
Larry Lauer	—
Steve VanHoove	Mai
500 EX	
Kenny Krumme	Acc
Eric Elizondo	Yam
Bob Williams	Mai

Jhont Motocross
Fremont, CA
Nov. 27

MINI NOV	D. Nacadana
D. Stepfields	J. Farmer
D. Payne	125 INT
M. Haworth	K. English
MINI INT	J. Tovar
T. Weirick	S. Zettergust
MINI EX	125 EX
G. Hutto	T. Werner
OLD TIMERS	250 NOV
F. Parson	M. Puval
G. Hrosky	R. Martin
VETS	P. Milkenny
J. Ricci	250 INT
S. Ramey	J. Headly III
100 NOV	J. Harris
S. Schaa	M. Cook
E. Miller	250 EX/OPEN EX
S. Sheridan	L. Wosick
100 INT	J. Jacobson
R. Ryan	OPEN NOV
125 NOV I	M. Mears
V. Buxton	J. Cox
D. Rowe	R. Souza
M. Garman	OPEN INT
125 NOV II	B. Bellicitti
A. Hannibal	

TROPHY PICKUP

100's M.C. Hare & Hound 10-23-77 trophies may be picked-up at the first race of the year at Red Mountain. "Free beer." Trophies will also be available at the following two district races. (50/3x)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

CALENDAR

Championship Events

Golden State MX Championships

1/8 Saddleback Pk, Orange, CA
1/15 Mountain High, Fresno, CA
1/22 Sears Point, Sonoma, CA
1/29 Carlsbad Rcwy, Carlsbad, CA
2/5 Sacramento OHV Pk, Sacramento, CA
2/12 Dunlap Park, Fresno, CA
2/19 Helvetia Pk, Sacto, CA

Winter-AMA Florida MX

2/4-5 Orlando, FL
2/12-13 Gainesville, FL
2/18-19 Jacksonville, FL
2/25-26 St. Petersburg, FL

EVERY WEEK

Wednesday

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, [illegible] trophies. Entry Sp[illegible] $4, $5 money races, [illegible] gate adm. Adults $2. [illegible] Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

NO RACING TIL JAN. 11

NIGHT MOTOCROSS
Petaluma Spdwy., Hwy 101 to Washing St. turnoff, Petaluma, CA. AMA, D-36 rules. Entry $7, Ex. $10. 100% Ex. p.b. Gates open 4:30 p.m., prac. 6, race 7. 707/763-7121, 763-2911.

Thursday

CMC NIGHT MX
Portland International Rcwy., Portland OR. I-5 N to Delta Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Thru Oct. 6.

ROUGH SCRAMBLES
Sacramento Rcwy., Hwy. 16, S of Mather AFB. Gates open 6 p.m. Entry $5, spec. $2.50. Minis and up. 916/362-2653.

Friday

AME NITE MX
Indian Dunes, Valencia, CA. Prac. 7 pm, race [illegible] entry only, $6, Pr[illegible] 100% p.b. to Pros, [illegible] trophies. med. covg. 213/881-5778.

NO RACE TIL FEB. 24

KCIR MOTOCROSS
Kansas City, KS 816/358-6700, 796-4157.

R.A.C.E. MX
Corona Rcwy., Hwy. 91 & Buchanon [illegible]na, CA. Mini thru O[illegible] 100% p.b. to Ex. 714/689-1913, 735-1705.

NO RACE

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30 race 8. Mini thru Open classes. Entry $4. Class "C" traction only. No camping 209/368-7182.

SHR MX
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry $8. Rt. 2 Box 143C Brentwood. 415/634-3328 or 634-1667.

AME MINICROSS
Indian Dunes, [illegible]cia, CA. Mini track. All [illegible]sses, Pee Wee thru 105[illegible] brass. Prac. 7 pm, [illegible] Entry $6, memb. requ'd., $8. med. cov. 213/881-5778.

NO RACE TIL FEB. 24

Saturday

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and Groups welcome, ride won class. Beg. thru Ex. 714/674-5383, 826-2386.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 39 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy., on [illegible] off Ellis Ave., 1/[illegible] west side, Perris, [illegible] opens 5 pm, [illegible] All classes, Beg. thru [illegible] 30% brass. 714/960-2501.

NO RACING TIL AFTER JAN. 1

MOTOCROSS
Canyon Raceway, Phoenix, on Carefree Hwy. 5½ mi. Gates open 5 p.m., prac 6, race 7:30. 602/992-0359.

Sunday

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

CMC MOTOCROSS
Jh'ont motocross at Freemont Rcwy. H-17 to Durham Rd. Freemont, CA. All classes. 30% trophies, 150% pro p.b.! Entry Pro $15, $9 others. $100 expert King Hill, $50 mini King Hill. New track. 1349 LaBella, Sunnyvale, CA 94087. Free over night camping. 408/733-9545.

December 17

SSM ALL BEGINNER, JUNIOR AND INTERMEDIATE DAY
Saddleback Park, Orange, CA. All Sptsmn classes, No Pros. Purse is no trophies but $2400 in gift certificates. Breakdown is $100 certificate for 1st, $75 for 2nd, $50 for 3rd, $25 for 4th and $10 for 5th. Entry only $8. Gates open 7:30 a.m., prac. 8, race 9. 714/495-4771.

AMA SHORT TRACK
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Perris Rcwy., on Hwy 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

December 18

SRA ENDURO
Charlies Place, Red Mountain, CA. 395 to Trona Road, Charlie's on Trona Rd. A,B,C,D, Over 35, Under 16 and Girls classes. 100% finishers and place trophies. Entry $12 mail, $14 post. 1744 W. Carson St. Torrance, CA. 90501. 213/320-1015.

SHR MARATHON & MX
Sand Hill Ranch, corner Camino Diablo and Vasco Rd., Brentwood, CA. Entry $6 per event, marathon [illegible]ers can ride MX for half [illegible] Marathon: $6 per bike [illegible]er rider. Sign up 8:30 a.m., prac. 9:30, race 10-12. Over 3-mi. track, $25 to O/A winner. MX: Sign up 9-12, prac. 12:30, race 1:30. 100% Ex. p.b., trophy dash, mini money race. 415/634-3328, 634-1667.

CANCELLED

CRC SANTA CLAUS COMBO CROSS
395 cycle Park, Adelanto, CA. All classes. 100% trophies. 1 40 minute moto on a long 2½ mi. course. 714/689-7114, 887-1556.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $6, Int. $7, Ex. $8. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 2:00. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 doniation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

CRC MOTOCROSS
Indian Dunes (Int'l course) All classes. 30% trophies for Stpsmn. Cash for Pros. $3000 Med. Ins. Membership not required. Gates open 7 a.m., race 9:30 a.m. Sptsmn $7, Pros. $12. Non CRC Members add $2. 213/830-7519.

CRC MOTOCROSS
DeAnza Cycle Park. All classes, long motos. Free camping. Cash for Pros. 30% trophies for Sptsmn. Gates open 7 a.m., Race 9:30 a.m. Pros. $12, Sptsmn. $7. Non CRC Members add $2. 213/830-7519.

AME TELEVISED MX
Sprockets Park, Bakersfield, CA. Mini thru 500cc, special events: BMX, 15 years + mini, ATC90, Oddessy. Gates open 7 a.m., prac. 8, race 9. Entry $8 Sptsmn., $12 Pros. 100% p.b. to Pros, 40% Brass to Sptsmn. Memb req'd; med. cov. Newer wider track, changes each race week. Overnight camping. 213/881-5778.

AME FALL SEASON MX
Racing World, Trabuco Cyn., CA., Marty Smith course, all classes, mini thru 500cc. Gates open 7 a.m., prac. 8, race 9. Entry $8 Sptsmn, $12 Pros. 40% Brass. memb. req'd med cov. O/N Camping. 213/881-5778.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

AMA ROUGH SCRAMBLES
Cycleland Spdwy, Chico, CA. 14 mi. S of Chico, H-99E & Gage Shippee Rd. All classes. Entry $5, $7 Experts. Sign up 8-10, prac 10-11, race noon. 916/342-9302.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All classes. Entry $5, 2nd bike $3. 209/847-5558, 869-1457.

SRA CHRISTMAS FUN RUN ENDURO
Charlie's Place, Trona Rd., Red Mtn., CA. 100% trophies plus place trophies. 8 a.m. start. Mail entry $12, post $14. Send entry and 2 SASE to SRA, P.O. Box 3882, Torrance, CA 90510. 213/320-1015. All classes.

D-36 HANGTOWN QUALIFIER MOTOCROSS
Plymouth Rcwy., Plymouth, CA. 1st race of 4 qualifiers for Hangtown Sportsman MX. 7 Am. and Ex., 15 Nov. positions avail. in each class. 100% p.b. sportsman Ex., 50% Vet, OT Ex. Entry $9, Ex. $15, $1 ins. All reg. classes. P.O. Box 221, Sutter Creek, CA 95685. CES Promotions. 209/267-0312.

AMA TT SCRAMBLES
Perris Rcwy., Perris, CA. On Hwy. 74, off at Ellis Ave., W. side. Beg. thru Ex. Classes. Entry $5, adm. $3. Gates open 8:00. Prac. 9:30, race 10:30 a.m. 714/960-2501, 657-8917.

JHONT 4 RACE MX SERIES
Fremont, CA. Durham Rd. off H-17. All classes. $500 King of the Hill race, $60 Mini King of the Hill race. High Points Cup, 30% Trophies plus gifts to tenth place. Entry Fridays $8 Nov, $12 Ex; Sundays $9 Nov., $15 EX. Gates open 5 p.m. Fridays, 7 a.m. Sundays. 408/733-9545, 996-0987.

D&C MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. P.P., MIni, 30% Trophies, 100% Ex. p.b. Entry $9, $15 Pros. Rt. 2 Box 143c, Brentwood, CA. 415/686-9845.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

1978 AMA professional race schedule

WESTERVILLE, OH., DEC. 5

Camel Pro Series events head the tentative 1978 AMA pro race schedule with those 30 races offering a record total purse of over $650,000 plus $100,000 in Camel Pro Series point fund awards. The Grand National Championship season starts with the annual Houston Astrodome events on February 3-4, and then breaks with tradition with the running of a road race at Riverside, California, on February 26, just two weeks prior to the annual Daytona 200 on March 12.

The various motocross series include 125, 250, and Open National Championship classes; the popular stadium programs; the 125, 250 and Open Grand Prix events; the Trans-AMA Series; and the annual Florida Winter-AMA Series. The latter will start the '78 AMA professional motocross season on February 5.

AMA Grand National Championship/Camel Pro Series*

Feb. 3	Houston	TT	$23,000
4	Houston	ST	25,000
TBA	Riverside	RR	26,000
Mar. 12	Daytona	RR	84,250
Apr. 23	Sears Point	RR	26,000
May 7	San Jose	M	17,000
13	Ascot	HM	19,000
21	OK City	HM	17,000
27	Denver, CO	HM	16,000
June 3	Louisville	HM	19,000
10	Harrington	HM	18,000
18	Loudon	RR	27,000
23	Santa Fe	TT	17,000
25	Columbus	HM	20,000
July 1	San Jose	HM	17,000
8	Castle Rock	TT	20,000
15	Sacramento	M	18,000
22	Ascot	TT	17,000
30	DuQuoin	M	20,000
Aug. 4	Santa Fe	ST	18,000
6	Peoria	TT	17,000
13	Pocono	RR	26,000
20	Des Moines	HM	16,000
26	Indianapolis	M	20,000
27	Indianapolis	M	20,000
Sept. 3	Loudon	RR	25,000
10	Syracuse	M	19,000
17	TBA	HM	17,000
24	San Jose	M	19,000
30	Ascot	HM	17,000

*Tentative

Professional MX schedule*

Feb. 5	Winter-AMA
12	Winter-AMA
18	Seattle Supercross
19	Winter-AMA
26	Winter-AMA
Mar. 4	Atlanta Supercross
11	Daytona Supercross
17	Houston Supercross
18	Houston Supercross
Apr. 1	Pontiac Supercross
2	Pontiac Supercross
9	Hangtown (125 & 250 Nat'ls)
16	Racing World (125 & 250)
23	Dallas (125 & 250)
30	Omaha (125 & 250)
May 7	Southwick (125 & 250)
13	Pittsburgh Supercross
20	New Orleans Supercross
28	Houston (250 & Open)
June 3	Carlsbad 500 GP
10	Kansas City Supercross
18	Sears Point (250 & Open)
24	Los Angeles Supercross
July 2	Buchanan (250 & Open)
9	St. Peters (250 & Open)
16	St. Petersburg (250 & Open)
23	Lexington 125 GP
29	Axton (Open & 125)
30	Unadilla 250 GP
Aug. 6	Escoheg (Open & 125)
13	St. Joseph (Open & 125)
20	Charlotte (Open & 125)
27	Atlanta (Open & 125)
Sept. 3	Motocross des Nations
10	Trophee des Nations
24	Lexington Trans-AMA
Oct. 1	Axton Trans-AMA
8	Unadilla Trans-AMA
15	Buchanan Trans-AMA
22	St. Peters Trans-AMA
29	Dallas Trans-AMA
Nov. 5	Sears Point Trans-AMA

*Tentative

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

"Complete All New Track"

$1200 Purse

100/125 Pro MX
JANUARY 15
30% Trophies

Payback

$1000 125 Pro
1st $300
2nd $200
3rd $150
4th $100
5th $70
6th $50
7th $40
8th $35
9th $30
10th $25

$200 100 Pro
1st $100
2nd $50
3rd $30
4th $20

Entries:
125 Pro $20
100, 250, 500 $12
Sportsmen $8

Gates open 7 am, Practice 8, Race 9

Mail entries to:
AME
P.O. Box 1421
Reseda, CA 91335
213-881-5578

RACING WORLD
TRABUCO CANYON CALIFORNIA

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

1978 Kick-Off
Minicycle MX
Marty Smith Course
100% Trophies • Double Points
JANUARY 15
Entry $10 Post only
membership required
Gates 7 am, Practice 8 am, Race 9 am

RACING WORLD
TRABUCO CANYON CALIFORNIA

for more info call AME 213-881-5778

RACING WORLD
TRABUCO CYN., CAL.

Southern California's only motor recreation park with
OVERNIGHT CAMPING
info: 213 830-7519
OPEN 7 DAYS A WEEK

General Admission
Mon.-Sat. $2.00
Sundays $3.00
Cycles $1.00
Camping . . . $3.00 per vehicle

Racing Schedule
December 18 AME Motocross
Marty Smith Course
January 8 CRC Motocross
Marty Smith Course
January 12
AME $1200 Purse Motocross
All New California Course

Race Schedule

CRC
213-830-7519
Every Sunday DeAnza MX

Dec. 18 — 395 Cycle Park
Santa Claus Combo Cross
Dec. 18 — Indian Dunes
Santa Claus MX & Team Race
Dec. 25 — No Races
Jan. 1 — DeAnza MX/Points
Jan. 8 — Racing World MX/Points
Jan. 8 — 395 Cycle Park MX
Jan. 15 — Indian Dunes MX/Points
Jan. 22 — 395 Cycle Park
Jan. 22 — Racing World MX/Points
Jan. 29 — 395 Cycle Park/Points
effective Feb. 5 — membership required

All it takes
To begin your advertising campaign
Is a phone call
To the advertising department at Cycle News
213- 427-7433

Soboba G.P. Pro Class
$2,500 Purse
Feb. 19, 1978
for info call: 714-927-1197

AMERICAN MINICYCLE ASSOCIATION
Indian Dunes
Calendar of Events
213-881-5778
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
Sunday, Dec. 25-No Race
Merry Christmas

MINI MOTOCROSS
Barona Oaks Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. 100% Pro p.b., 30% brass. 714/541-9439.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or Older. Sr. A & Sr. B; Am., Ex., Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

CMC MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 7:00 am, prac. 8, race 10. Entry $10, Pros $15. 500 Purse. $3.50 admission (except Pros). 602/747-8965.

CMC $1000 MOTOCROSS
Saddleback Park, Orange CA., All Classes. Pro p.b., Trophies to Jr. & Int. Entry $12 Pro, $7 others. Post $15, $10. P.O. Box 1402 Costa Mesa, CA., 92626. 714/557-3323.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, Ca. All classes. Entry $9, Pro $15. 100% p.b. to Pros, 30% trophies. Nov. & Minis race am, Int. Pros, O.T. & Vets in pm. Free camping, swimming. 916/635-5240.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All clases. Entry $9, Pro $15. 100% p.b. to Pros, 30% trophis. Nov. & Minis rce am, Int., Pros, O.T., Vets IN P.M. Free camping, swimming. 916/635-5240. Free T-shirt to all riders.

AMA D-36 MOTOCROSS
Knob Hill Ranch, Pescadero, CA. 3 mi. E of Pescadero Rd. & Coast Hwy 1, 20 mi. S of Half Moon Bay. All classes. 100% p.b. 30% trophies and $200 in contingencies. Entry $10, $15 Pro. Nov. sign-up 6:30 to 8:00 a.m., race 9. Ex, Mini, Vets, Jr. sign up by noon, prac & races after A.M. racing. 415/347-4758.

AMA SHORT TRACK
Fair-star Rcwy, Ca. Jackson Rd. to Excelsior to track. Mini thru Open classes. Trophies. Entry $5. Also karts, midgets and spdwy exhibition. Prac. 10 a.m., Rac. 11:30. 916/489-0476, 485-8619.

December 19 & 20

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. All riders and levels welcome. Learn line spotting and manufacturing riding techniques, how to improve lao times, and how to relax while either riding or racing. Taught by Russ, long-time competitor all over the world. Entry for two day school $30. Classes are limited. For info or sign up call 213/367-1722. 805/273-0323.

December 22 & 23

RUSS DARNALL MX SCHOOL
Indian Dunes, Valencia, CA. All riders welcome. Learn every aspect of riding techniques, line spotting and manufacturing, how to improve lap times and relaxing while you ride. Taught by Russ, a long-time rider and racer. Classes are limited. Entry for two day school $30. For info or sign-up call 213/367-1722, 805/273-0323.

December 28 & 29

RUSS DARNELL MX SCHOOL
Hollister Hills, CA. All riders and levels welcome. Learn riding techniques, line spotting and manufacturing, how to improve lap times and relax while riding or racing. Taught by Russ, long-time rider-competitor all over the U.S. and Europe. Entry for two day school $30. Classes are limited. For info or class sign-up call 213/367-1722, 805/273-0323.

Dec. 31 — Jan. 1

WERRA ROAD RACE
West Palm Beach, FL Rickman Natl. Series final event. Production, Superbike and GP classes. Prac. & Heat races 31st, Big race New Years day. Banquet following. 215/687-8422.

January 1

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill), Hwy. 50 to Prairie city, right to White Rock, right 2 mi. to track. All classes, incl. Vet., OT, and Mini. Nov. race in a.m., Pro, Int., O.T., Vet. at 1:00 p.m. Entry $9/$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA, 35 or older. Sr. A & Sr. B; Am., Ex., Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

CMC MOTOCROSS
B&B Motorcycle Park., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 7:00 am, prac. 8, race 10. Entry $10 Pros $15. $500 Purse. $3.50 admission (except Pros). 602/747-8965.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gates open 7, prac. 8. Post entry only, $8 Sportsmn. $12 Pros. $3 admission, $2 Juniors, $2 Bike & rider. P.b. to Pros, 30% brass to Sptsmn. Memb. req'd., $8. Med. covg. Free O/N Camping. 213/881-5778.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $6, Int. $7, Ex. 8. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 2:00. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 a.m., race noon. 8 race series, $3,000 bonus to Ex. 918/456-8421.

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AME MOTOCROSS
Racing World, Trabuco, Canyon, CA. All classes. Pro p.b., 30% trophies. Entry $8, Pro $12. P.O. Box 1421, Reseda, CA 91335. 213/881-5778, 714/968-5210.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Calrk's branch Exit I-5. Junior and Expert div., Thru 250 class if enough riders. Entry $5, 33% trophies. prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CRC MOTOCROSS
Indian Dunes, Valencia CA. 2 long motos and [illegible] Ex, 3 motos and [illegible] brass fro Sptsmn. All classes, $3000 med. ins. Gate [illegible] 7 am, prac 8, race 9:30. [illegible]smn $8, Ex. $13, $2 extra for non-memb. 213/830-7519.

P.I.T.S. BLOODY MARY TRIALS
Frank Raines Park, Patterson, CA. Trial, Nov. A & B, Ex., Am., Kids classes. Entry $4 mail, $6 post. Start 11 a.m. Pitstop, 840 Cherry Lane, San Carlos, CA 94070.

January 2

$1000 PURSE MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10mi. East of Riverside on H-60 to Theodore off ramp. All classes. $1000 guaranteed purse, 30% same day trophies to Sptsmn. Entry $16 Ex, $8 Sptsmn. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat. & Sun. for prac. Gate open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

January 8

SUZUKI GOLDEN STATE SERIES MOTOCROSS
Saddleback Park, Orange, CA. All classes. Pros going for points and part of $24,300 purse. Sptsmn going for trophis and other prizes. Entry Pro $25 mail, $35 Post, Sptsmn $10 mail, $13 Post. High Points prize money given by U.S. Suzuki. CMC — 714/557-3323.

AMA D-37 HARE & HOUND
Limed from Red Mountain on Trona Rd. All classes, Trail Novice and Beg. 1 loop. Trophies and finisher pins. Entry $9. 10 a.m. start. Rescue 3. Larry Pfutzenreuter Memorial race. 714/638-5277.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, sign-up 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 30% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. Entry $9, Pro $15. 100% p.b. to Pros, 30% trophies. Nov. & Minis race a.m., Int., Pros, O.T., Vets in p.m. Free camping, swimming. 916/635-5240.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. 100% Pro p.b., 30% brass. 714/541-9439.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, all classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med. Coverage. 805/937-6171.

AMA ROUGH SCRAMBLES
Cycleland Spdwy., Chico, CA. 14 mi. S of Chico, H-99E & Gage Shippee Rd. All classes. Entry $5, $7 Ex. Sign up 8-10, prac 10-11, race noon. 916/342-9302.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. 100% p.b. to Pros, 33% same day trophies to Sptsmn. O/N camping. Prac. 8 a.m. Race 9. No memb. required until Jan. 1, 1978. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

AME MINICROSS
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc. 33% trophies. Prac. 8, race 9 a.m. Entry $7, membership required. 213/881-5778.

CRC MX
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry $8 Sptsmn., $13 Pros, non-memb. add $2. Gates open 7 a.m., Prac. 8, race 9:30. O/N camping. 714/689-6114, days.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. $13, Sptsmn. $9, $2 extra non-memb. 213/830-7519.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry $5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2665.

URA FROSTY CACTUS FAMILY ENDURO
California City area, CA. Classes A,B,C&D, over 35, under 16 & girls. 20% trophies. Entry-mail $10 1 loop, $12 2 loops. Post entry $12 1 loop, $14 2 loops. SASE to URA 6622 Gerald Ave., Van Nuys, CA 91406. 213/785-9673 (after 4).

D-36 HARE SCRAMBLES
Knob Hill Ranch, CA. 125 thru Open classes. 25% trophies plus gift certificates. No Pros. Entry $10. P.O. Box 540, Pescadero, CA. 94060. 415/347-4758.

CRC HARE & HOUND
Lucerne Valley, CA. All classes. CRC Desert Points, 2x35 mi loops (different loops). Easy access to pits. 714/689-6114.

January 15

SUZUKI GOLDEN STATE SERIES MOTOCROSS
Mountain High Park, CA. All classes. Pros going for part of $24,300 purse. Sptsmn going for trophies and prizes. Sptsmn entries limited. Entry Pro $25 mail, $35 post, Sptsmn $10 mail, $13 post. High Points prize money given by U.S. Suzuki. 209/291-8793.

D-37 HARE & HOUND
Soggy Dry Lake. Limed from Y-Cafe, Lucerne, CA. All classes. Entry $9. 9 a.m. start. Rescue 3. Beginners 1 loop only. Desert M.C. 213/355-6078.

FLAT TRACK TRIPLE HEADER
Corona Rcwy, Corona, CA. Half-mile, quarter mile, TT. Gates open 9 a.m., prac. 11. 714/735-1705.

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill), Hwy. 550 to Prairie City, right to White Rock, right 2 mi. to track. All classes, incl. Vet., OT, and Mini. Nov. race in a.m., Pro, Int., O.T., Vet. at 1:00 p.m. Entry $9/$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

MOTOCROSS
Mosier Valley MX Park, Arlington TX. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $6, Int. $7, Ex. $8. Nov. prac. 9 am, race 10. Int/Ex prac. 1 pm, race 2:00. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

CMC MOTOCROSS
B&B Motorcycle Prk., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 7:00 a.m., prac. 8, race 10. Entry $10 Pros $15. $500 purse. $3.50 admission (except Pros). 602/747-8965.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA. 35 or older. Sr. A & Sr. B; Am., EX, Beg, Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3000 med. ins. Gate open 7 am, prac. 8, race 9:30. Sptsmn $9 Ex $13 $2 extra for non-memb. 213/830-7519.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Clark's brank Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trohpies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

AME MOTOCROSS
Racing World, Trabuco Canyon, CA. All classes. Pro p.b., 30% trophies. Entry $8, Pro $12. P.O. Box 1421, Reseda, CA 91335. 213/881-5778, 714/968-5210.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley, Ca. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gates open 7, prac. 8. Post entry only, $8 Sptsmn., $12 Pros. $3 admission, $2 Juniors, $2 Bike & rider. pb.b to Pros, 30% brass to Sptsmn. Memb. req'd, $8. med. covg. Free O/N camping. 213/881-5778.

AMA ROUGH SCRAMBLES
Cycleland Spdwy, Chico CA. 14 mi. S of Chico, H-99E & Gage Shippee Rd. All classes. Entry $5, $7 Experts. Sign up 8-10, Prac. 10-11, race noon. 916/342-9302.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. 30% brass, 100% Pro p.b. 714/541-9439.

January 21

GOLDEN STATE SERIES SPORTSMAN DAY
Sears Point Rcwy, Sonoma, CA. All Sptsmn classes + Mini, O.T., Vet, & P.P. Special trophies. Entry $10. Sign up 7 a.m., race 8:30. 916/635-5240.

January 22

SUZUKI GOLDEN STATE SERIES MOTOCROSS
Sears Point, Sonoma, CA. Pros going for points and part of $24,300 purse. Sptsmn run on Saturday before race. Entry $25 mail, $35 post, Sptsmn $10 mail, $13 post. High points prize money given by U.S. Suzuki. Boss/CMC MX — 916/635-5240.

QUICKSILVER ENDURO
Clear Creek, CA. 38 mi. E of King City off H-25. All A, B & C classes. Entry $12, $3 extra per 3 man team. 500 rider limit. Fee includes camping for weekend. Entries open Dec. 12, close Dec. 22. Mail fee + 3 SASE to Salinas Ramblers M.C., 17820 Berta Cyn., Salinas, CA 93907. 408/663-4426, 422-3232.

CRC DESERT RACE
Cal. City, Rand Area. CRC desert points. All classes. 714/689-6114.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Brdge. Prac. 7:30 am, race 9. Entry $7, gate $12, Pros. 12. 33% trophies. 213/832-6844, 547-1818.

AMC MOTOCROSS
Saddleback park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. 30% brass, 100% Pro p.b. 714/541-9439.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry $8 Sptsmn., $13 Pros, non-memb. add $2. Gates open 7 a.m., prac. 8, race 9:30. O/N camping. 714/689-6114, days.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry $5 Nov, Mini, OT; $6 INt; $8 Ex. RT. 1, Box 71, Alvord, TX 76225. 817/427-2665.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. $13 Sptsmn. $9, $2 extra non-memb. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, Ca. Gte open 7, sign up 'til 8:30, prac. 8, race. 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 30% brass to Sptsmn. Mail entry n olater than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICROSS
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc. 33% trophies. Prac. 8, race 9 a.m. Entry $7, membership required 213/881-5778.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, Ca. 1 mi. N of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. 100% p.b. to Pros, 33% same day trophies to Sptsmn. O/N camping. Prac. 8 a.m. Race 9. No memb. required until Jan. 1, 1978. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

ARROW Chevrolet
EIGHTH & SOTO • P.O. BOX 23023 • LOS ANGELES, CALIF. 90023
presents

SPORTSMEN MOTOCROSS
$2400 in van & truck merchandise
125, 250 & OPEN ONLY EACH CLASS
1 $100.00 ARROW gift certificate
2 $75.00 ARROW gift certificate
3 $50.00 ARROW gift certificate
4 $25.00 ARROW gift certificate
5 $10.00 ARROW gift certificate
Saddleback Sat. Moto-X
Saddleback Park Saturday Motocross
DEC. 17
GATES OPEN 7:00 am
PRACTICE 7-8:30 am
1st RACE 9:00 am
SIGN-UP CLOSES 8:30AM
• NO MEMBERSHIP OR MAIL ENTRY REQUIRED
* MINI & 100's receive Trophies only
* 6-riders to make class
NO PROS'
ARROW Chevrolet

NEW YEAR $1,000 PURSE
MONDAY, JANUARY 2, 1978
De Anza Cycle Park
Motocross
125, 250, & Open Experts
Guaranteed payback per class
1st $160, 2nd $85, 3rd $50, 4th $25, 5th $15
All Expert entries $16.00
All Sportsmen entries $8.00
30% Same Day Trophies
Track will be open Saturday & Sunday for practice — Free camping
Gates open 7 am, Practice 8:30, Race at 9:30
714-653-5840 or 653-7979 213-531-8603
HAPPY NEW YEAR

CRC
Santa Claus Combo Cross
Dec. 18th
395 Cycle Park
100% Trophies
1-40 minute moto on a long 2½ mile course
714-689-7114 days
714-887-1556

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES
Coming in '78
"A new look at motocross"
AME Sweepstakes
$10,000 in Purses
Jan. 15 — Feb. 19
Coming Soon
Trans-AME

PERRIS RACEWAY
DEC. 18
TT Rough Scrambles
Long Course
Dec. 24th thru Jan. 1st —
Tracks will be closed
Thanks for your support in 1977

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
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Seasons Greetings
to our riders & friends
CORONA RACEWAY

AMC
RACE SCHEDULE
Dec. 18 — Carlsbad
Dec. 25 — No Race
Merry Christmas
Jan. 1 — No Race
Jan. 8 — Carlsbad
Jan. 15 — Saddleback
INFO 714-541-9439

CRC Desert Races
Jan. 8 — Lucerne Valley
Jan. 22 — California City
Feb. 5 — Red Mountain
714-689-6114 days

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If you're feeling left out and know you're missing something, let us fill the void with all the news that fits. Every week!

WANT ADS

Help Wanted

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

Kawasaki mechanic
Guaranteed salary plus incentive, only top notch mechanic should apply. Should also be able to work on BMW, and Moto Guzzi. Bay area location, 25 miles E. of San Francisco. Send resume to 1707 Farmbureau Rd., Concord, Calif. 94519. (43/TFN)

Sales reps wanted
Motocross Center has just completed their 1978 Catalog and need aggressive salesman. Exclusive U.S. territories open. Top commission paid. For more details, call Mark collect at (408) 245-6060. (38/EOI/8x)

Yamaha mechanic
Top pay for right person, plus benefits. Yamaha experience preferred but not absolutely necessary. Call Ken at (213) 352-3277. Foothill Yamaha, 7139 Foothill Blvd., Tujunga, CA 91042. (50)

Make big bucks
Wanted experienced Honda mechanic. 3 years experience, good pay, benefits, and retirement. Career opportunity, guarantee salary plus commission. Contact: Walnut Creek Honda, 2555 North Main St., Walnut Creek, Calif. 94596. (415) 934-0530. (43/TFN)

Honda parts person wanted
Experienced only. Must know complete line and have good knowledge of accessories. Contact Roger Harman at Los Angeles Harley-Davidson, Yamaha, and Honda, 2531 S. Main, Los Angeles, CA 90007. (213) 749-6235. (48/TFN)

Motorcycle salesman
Dealership in San Diego County needs motorcycle salesmen with prior experience in sales, writing contracts, financing, etc. Guarantee plus commission, five day week, good working conditions, health plan available. Contact Jack Hall at Oceanside Suzuki (714) 433-5464. (49/TFN)

Service Manager
Wanted: Experienced service manager with knowledge of Honda motorcycles. Excellent pay and benefits. Contact Alan at Ontario Honda (714) 983-0695 or (213) 331-7115. 931 W. Holt, Ontario, Calif. 91761. (49/TFN)

Working partner wanted
Motorcycle Service Shop, 5,000 sq. ft. located same area 15 years, Dyno, 3 lifts. Other commitments limit my time. Good future for reasonable investment. Can train. Contact Mike Capalite (714) 963-2334 Mon. & Thurs. aft. & Friday. (49/2x)

Insurance Appraiser needed
We have an urgent need for an insurance appraiser to work in Northern and Central California. We will train the right invidivual who has had service manager experience. Send resume to: P.O. Box 18259, Irvine, CA 92713. (49/2x)

Yamaha/Husky partsman
Full time, experience in Yamaha. Will train for Husky. Excellent salary, medical and dental plan. Contact Len at T & O Yamaha, Lomita, CA (213) 534-2311. (49/TFN)

Honda mechanic
Experience necessary. Five days a week Tues.-Sat. 9 a.m. to 6 p.m. For more information call Jim (714) 492-6741. (50/3x)

Wanted service manager
Experience with Hondas. Paid vacations & holidays. Contact Alan (714) 983-0695 or (213) 331-7115, or send resume to: Ontario Honda, 931 W. Holt, Ontario, CA 91761. (50/TFN)

Suzuki mechanic/service mgr.
Join the 2nd larges Suzuki dealer on the West Coast. Salary open, send resume with salary req. to: Mike Doherty, c/o Aurora Cycle, 7409 Aurora North, Seattle, Wash. 98103. (50/2x)

Exp. service manager/mechanic
Top pay & benefits. Pasadena area. Pasadena Kawasaki, (213) 795-0245 after 7 p.m. (213) 886-5133. (50)

Wanted exp. Honda mechanic
Commission and hourly. Paid vacations & holidays. Good working conditions with large firm. Contact Rick or Debbie (714) 983-0695 or (213) 331-7115, or send resume to: Ontario Honda, 931 W. Holt, Ontario, CA 91761. (50/TFN)

Motorcycle tire salesman
Experienced motorcycle tire salesman needed. Must have at least three years experience in tires and accessories. Large corporation with good salary and benefits. Please send resume to Cycle News, P.O. Box 498 Dept. YTC, Long Beach, CA 90801. (50)

Service Department Manager:
Must know every phase of motorcycle repair. Excellent opportunity and pay for right person. Ambitious and experienced only. Send resume with salary history to: Mr. Lang, 694 New York Ave., Huntington, NY 11743. (50/2x)

Parts Accessory Sales Manager
Harley-Davidson West has expanded their facilties resulting in an opening for an aggressive career minded individual. Must be experienced. Salary plus commission with excellent company benefits. Apply: Harley-Davidson West, 2499 Lincoln Blvd., Marina Del Ray, CA 90291. (213) 822-3426. (50)

Mechanic with sales experience
Excellent position, no lay-offs. Also part time sales help wanted. Must know motorcycles. The Out Rider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Call Mr. Anton (213) 879-3350. (50)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Parts Manager & Asst. Manager
Openings for Parts Manager and Assistant Manager. Norwalk, CA. Yamaha dealership. Good salary and commission, paid medical insurance. Taking applications now. (213) 868-1663. (50)

Phone sales
Help sell our products on incoming phone calls. Motorcycle Accessory experience necessary. Call Jim Lewis (714) 686-1006. (50/TFN)

Suzuki/Triumph mechanic
Experienced only, full time and permanent. Good income for right person. Contact Larry Mack, Central Cycle, 1919 Federal Blvd., Denver, Colorado 80204. Phone (303) 433-7341. (50/3x)

Sales Rep wanted
in Texas area. Large, well known accessory firm needs experienced rep. For more information call Jim Lewis (714) 686-1006. (50/TFN)

Honda-Can Am mechanic
5-day work week; vacation pay and uniforms. Excellent opportunity for experienced mechanic. Contact Honda Mission Viejo, 26371 Avery Pkwy., Mission Viejo, CA. (714) 831-0122, (50/2x)

Shop manager trainee
Is there a guy out there we believe he should work for what he is paid and who doesn't mind servicing and selling Husky, KTM, Maico and Can Ams? See Bill Saltzman (213) 337-1483. (50/2x)

Wanted-Desert Race Promoter
Call CRC (714) 689-6114 days. (50)

Super trade
Trade $2,500 worth of stereo components. Must see to believe. Trade for '77, 250 Maico and any nice 125 for wife. Maico + cash bike in (ex. cond.) only. (714) 735-5533. (50)

NO.-4 CRC ENDURO RIDER needs sponsor. Presently riding KTM, but will consider changing brands. Call John (213) 926-5481. (50)

Classic British Spares and Cycles
We offer complete maintenance and
90 day restoration service
Painting, metalwork, tuning & engine rebuilding.

We are now hiring British mechanics. Experienced enthusiasts please! **SYMOND'S CYCLES**, 5221 Laurel Canyon, North Hollywood (213) 762-6368. (20/TFN)

TT 500s
1977s like new. Ask for Mike Bast or Roger. $1250.00 a piece. (213) 787-5494. (49/2x)

'76 AW250 Maico, must sell, $600
(714) 327-1738. (48/3x)

1977, 360 Automatic Husky
Super clean, call for details — $1600. (209) 568-1383. (49/2x)

Matchless Twins
500cc Twin complete & running. 1 extra frame, 600-650cc engines, several transmissions, many other extras. All pinks or bills of sale. Make offer. (714) 449-5065. (49/2x)

XR750 Harley
Barnes wheels, Sig Erson cams, Axtell, Sifton, and other extras. Pat Marinacci (206) 226-1567. (49/3x)

Elsinore CR250M red frame
Primo condition, new paint, new top end, air/oil forks. Fast, never raced. Looks trick, great Jr. class race bike. $450/offer. Call (Brian) (213) 867-2805. (40/TFN)

Can-Am 250MX2
Excellent cond., few miles, mag. Marzocchi forks, Metzelers, High pipe, 38.5 HP, $800.00. (213) 796-9558. (49/2x)

Suzuki RM 100B
$575. Heavy duty rim & spokes, big carb. 250 forks, 520 kit. (213) 928-1248. (49/2x)

1974 Chevy Van
Beauville, all the extras, clean. Can be seen at cycle News. $3800. Ask for Mike Klinger 9-5 weekdays. (213) 427-7433. (39/TFN)

'75, 250 OSSA PHANTOM. Excellent condition, 8" front and rear Works Performance air forks, clean, much more. $500. (213) 370-0453. (47/4x)

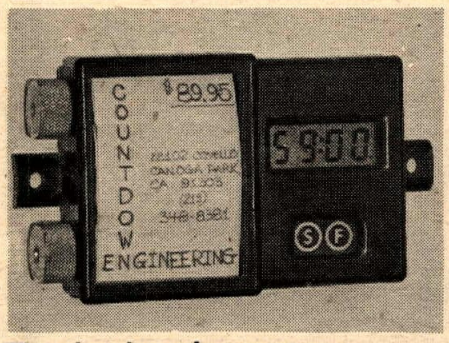
Motorcycle trailers
2, 3, or 4 rail. Big wheels, springs and shocks. $275.00. (213) 630-3799 or (213) 861-7721. (44/TFN)

1974 Ford Super Van
E-200, V-8 power brakes, power steering, 4 BBL carb, pipes, CDI ignition, custom interior by Select Vans. Hauls 3 bikes, sleeps 2. Heavy suspension, air shocks, cherry condition. Call (714) 835-7000, Ext. 212. Bryon Farnsworth. (47/TFN)

RICKMAN ●RICKMAN ●RICKMAN!
WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

'76½ Penton 250 MC5
Must sell, Sun rims, Metzelers, 2 extra pairs of rear shocks, only ridden 4 months, like new, never raced, $1095. Call after 5:00 p.m. (213) 424-4072. (42/TFN)

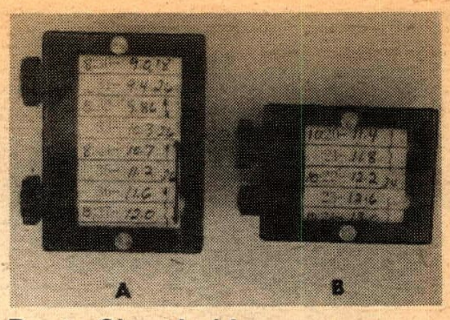
1974, 750 Ducati Sport
2600 miles, original, like new, $1695. (419) 829-4821. (49/2x)



The timekeeping system
Finally, an enduro clock built by an enduro rider! 22102 E. Covello, Canoga Park, CA 91303. (213) 348-8381. (48/3x)

Kawasaki 500
Recent rebuild, all receipt, runs excellent, very fast. (213) 425-6574. (49/2x)

Cut off thumb w/skill saw
Must sell '75 YZ360B mono, better than new and pretty enough to put next to your Xmas tree, w/many extra parts, $600 or best. Also '77 Dodge Maxi-Van, 12000 mi., pillow recliners, real wood paneling, mags, carpet & other extras — take over payments — Chino (714) 597-5103. (49/2x)



Route Chart holder
A. 3½x4¾, $16.95. B. 3"x4", $15.95. Made of ABS plastic material case. Light weight, strong, comes with route chart tape. Best route chart holder on market. Dealer inquiry invited on company letterhead. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 275-1823. (49/2x)

Blueprinting 2-stroke cylinders
Includes bead blasting, window matching, edge radiusing, port smoothing, sleeve base matching at transfers and finish hone — $35. CSC, Box 293, Bridgeport, WV 26330. (304) 534-5204. (49/4x)

Yamaha and Suzuki Franchise
For sale in Michigan. Good off road business with increasing sales in street bikes. Also Yamaha snowmobiles. Gross sales over $300,000. Opportunity for expansion. Write Cycle News, P.O. Box 498, Div. OFC, Long Beach, CA 90801. (49/2x)

Moto Guzzi Lemans '76
Fast production racer or flash bike, blueprinted, close ratio, spares, 2800 miles. Street driven daily, raced on weekend. Must sacrifice. (404) 798-6177. (49/2x)

TZ750D/TZ750E wanted
Also spares. Please contact James A. Blomley, 16 St. Austell Ave., Tyldesley, Lancashire, England, Atherton, Lancashire 6135. (46/EOI/6x)

Russ Darnell MX Schools
Christmas vacation, December 19 & 20th Saddleback. December 22 & 23 Indian Dunes. December 28 & 29 Hollister Hills. Entry fee $30.00. Gift certificates available. Makes a really trick Xmas present. Call today for reservations, (213) 367-1722 or (805) 273-0323. (46/6x)

'75 CZ 250GP
New top end, air rear shocks, air fitting front forks, excellent condition & very fast. $400.00 firm. (714) 988-6885. (48/3x

Jawa Speedway bike
Fresh top end, new solo seat, nw fork bushings & springs. Mikuni carb, new clutch, many spare parts. $1,350.00. Bates leathers, $250.00. (213) 682-1706. (49/2x)

Quitting biking
'75 Yam 175 MXB, ridden only 20 hours, wife's bike, absolutely like new, $525 — '74 TM125, super fast and reliable, many extras, $350 — TM400, honestly like new, make offer — After 6 p.m. (714) 521-5636. (48/3x)

Christmas goodies
Hi-Point boots, $77.95. Malcolm Smith nylon leathers, $85.95. Metzeler, Trelleborg tires. 17 inch wheel kits. Bultaco Pursang 1977, 250cc, super sale. Mail order. Aero PA, Rt. 1, Huntley, IL 60142. (815) 923-2155. (48/3x)

Buy one, get one free
'76 CZ 400, Marzocchi forks, gas Girling shocks, new Barums front & rear, aluminum side panels. Featured in Motocross Action magazine and Cycle News. Bike built by Grand Prix Specialties. Will include 250 CZ as practice or parts bike. Both for only $1095. (213) 424-4072. (50/2x)

'77 Yamaha YZD 400
Stock & not raced 7 hrs. since new, xlnt. cond., $1100.00. (213) 339-4575. (50)

Custom Chopper
1975 Honda 750 engine rebuilt by Russ Collins of RC Engineering. 836cc kit, cam, ARD magneto, balanced. Strong runner. Custom one-of-a-kind frame, rigid stayle with Gary Littlejohn gas tank. Custom paint by Custom House. 10 spoke Invader wheels front and rear. 22" extended custom springer front end. Over $800 worth of chrome. Featured on cover of Street Chopper Magazine and Biker Newsmagazine. Replacement cost estimated at over $5,500. Will sell for $2,700. (213) 372-7266 Eves. (46/TFN)

TT 500 Yamaha Specialties
Services — Stroker Crank Shafts, Large valves, Big Bore Kits, Porting, Long Travel Swinging Arms, Machine Works, Heliarc Welding and Engine Rebuilding. (714) 992-0165. (49/2x)

'77 Maico 250, ridden 2 months
New Fox shocks, new rear tire, immaculate, hardly ridden. $850.00. (213) 762-3597 or (213) 769-7575. (49/2x)

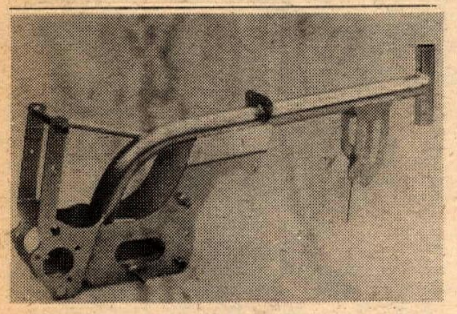
'77 125B Suzuki
Trick, and expertly maintained, $750. (213) 360-7989. (49/2x)

'76½, 250 KTM
6 months old, excellent condition, never raced, Sun rims, new shocks, Metzelers. Must sell, $895.00 or best offer. (209) 226-3139. (49/4x)

1976 speedway Jawa
Excellent mechanical condition, super clean, Maely solo seat, primary cover, super clutch plates, fork brace, plus gearing. Must see to appreciate! $1500.00. Weekdays after 5:00 p.m. (714) 653-1696 or (714) 875-2884. (49/3x)

Triumph dealers-rebuilders
Liquidating entire stock of Triumph parts. One bargain price takes them all. Bay Motorcycle Service (714) 963-2334 Thurs. aft. & Friday. (49/2x)

Like Mexican food?
This '75 Bultaco entree comes w/new 360 motor, laid down S&Ws, fork kit, 9" front & rear travel, Metzelers, Pro pipe. $675. (714) 778-6700 or (714) 635-3443. (49/TFN)



Nicholson Honda A.T.C. frame
Strong & light. Uses stock components, only $129.95 Pospaid (Calif. residents add $7.80 sales tax). Nicholson Racing Products, P.O. Box 591, Spring Valley, CA 92077. (714) 460-4418. (47/5x)

1977 YAMAHA YZ100D mono with desert tank, excellent condition, $425.00. (213) 326-2935. (48/3x)

Norton Ducati Service-Parts
Machining, Heliarc Welding & Engine Rebuilding. Jack Simmons Machine Shop, 1241 So. State College, Fullerton, CA 92631. (714) 992-0165. (49/2x)

Ice racers beware
Motorcycle tire studs, great traction! ½ x #10, $14 per 1000; ¾ x #10, $15 per 1000; includes postage. (¼" heads w/sharp edges). (312) 587-0332. (50/2x)

'74 HUSQVARNA 250 CR. Excellent condition, must sell. (213) 422-5614. (50/3x)

HONDA CR250M only ten hours total on bike, $800.00. (805) 522-3984. (50)

Bud Gibson
December 21, 1969 — Gone, but not forgotten. (50)

'76 TT500, $900. '78 IT400, $1300. NEW! Both excellent, extras. (714) 420-9248 or (714) 424-7934. (50)

'74 TM-125 Suzuki
DG head, FMF pipe, carb, ported, laydown Marzocchis, 7½" travel forks, new piston, rings, fast, dependable. $450. (213) 373-4008. (50)

1976 Maico AW400
Excellent cond., Wheelsmith up pipe, air forks, Fox Shox, H-D spokes, many extra parts. Must sell due to injury. (714) 454-5375. (50)

'76 CR 125 Honda
This one's the cleanest! Basically stock; FMF Pro pipe, Cross Up swingarm w/chain tensioner. Runs excellent. Super reliable. Perfectly maintained, w/extras! $575.00 steals it. (213) 531-8187. (50)

Desert and enduro ready
'74 Yamaha 250 MX, many extras. $495.00. (714) 979-8693. (50)

'74 TM100
T&M Pro port, Wiseco, 32mm Mikuni, 45° Boge, Baker fork kit, etc. Reliable & fresh. $325.00. Penton Ceriani forks + wheel, $40.00. (714) 759-0618. (50)

Two 1975 Ducati 750 Sports
One has 1100 miles, like new. The other has 9,000 miles, perfect except small dent in tank. Either one, $2100.00. (918) 835-9959. (50/2x)

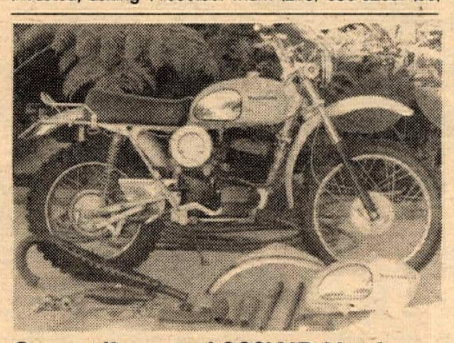
Enduro clocks
Heuer Master Time 8 Day; Hi Point Digital III — used, but in precision operating condition. Call for info. $90.00 each or both for $160.00. (213) 242-0769. (50)

'70, 400 Husky
This bike is original — has very few hrs. Never raced — has original tires & chain. No dents, few scratches. Has been stored. (213) 865-0687. (50)

'76 RM250A Suzuki
Not running. Needs crank work & new piston. Also has new Works Perf. shocks, Inter-Am bars, fiber reeds, Tony D. fender. $450.00 or best offer. Must sell! (714) 823-6975. (50)

'77 Harley Sportster
Electric starter, 2,700 miles. Must sell, $2600.00. (714) 682-6008. (50/2x)

Trackmaster Suzuki
Built in 1977, nickel plated frame, fresh RM250C model engine, Staracer glass, Barnes wheels & disc, S&W's, T.T. & short track set ups. Immaculate cond. $1800.00 invested, asking $1000.00. Mark (213) 596-6259. (50)



Street licensed 360WR Husky
1975 — under 2300 original miles, adult ridden and maintained. '77 forks kit + air, latest Curnutt 5" shocks, Magura controls, 3.9 gal. tank (2), many extras. Must see and ride, $850.00. (714) 847-9560. (50)

'76 Yamaha YZ250
Lots of extras. $675 or best. (213) 540-1157. (50)

'76 CR 125 Honda
Excellent, fresh engine, all good stuff. Must see! Asking $550.00. (213) 780-7398. (50/4x)

YAMAHA YZ 80 C. AIR FORKS, S&W shocks, Fun & Fast cleaner, D top end, bigger carb, $385.00. (213) 993-9690. (50)

—Roberts Rally Club—
Send $1 & a self addressed envelope to: Roberts' Rally Club, c/o Jeff Moore — V.P. & Public Director, 9941 Chippendale Dr., Dallas, Tex. 75238 — Also send best photo of King Ken in action — best photo will receive cash prize $$$. (50/3x)

'73 YAMAHA 360 enduro. Desert ready — clean, many accessories, $450.00. (213) 425-2551. (50)

TRADE HONDA TL 125 seat with extra padding for stock seat. C&J 410 HONDA, $950. HONDA CB 400F, $775. '61 HONDA CB 92 rare classic, $400. Work (213) 843-5723, home (805) 259-0790. (50)

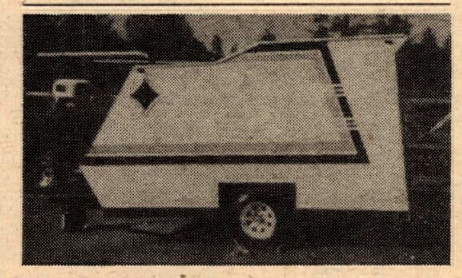
'77 CR125
Magnesium Marzocchi, laid down rear shocks, alloy arm, 9 inch tavel front & rear, FMF porting, rode 3 months, more. Make offer. (213) 923-7807. (50)

Yamaha 250 trials bike
'74 — wife's bike — used very little — original tire still like new — $400 or best offer — must sell. (714) 524-9754. (50)

1977 Yamaha YZD 250
Profab swingarm, $1000. 1976 Bultaco Pursang 370, MCE swingarm. Make offer. Both exc. cond. Stock swingarm for above. Greg, after 4:00 (714) 653-9365. (50)

'73½ Penton 175
New top end; Sun rim by Wheel Clinic; air caps, 34 Mikuni, Phase 2, Pettys, many xtras, xlnt. condition. (714) 597-3145. (50)

'77 Yamaha YZ 125D
Like new, $590.00. (714) 753-7955. (50)



Pro-Track Trailers
Standard 15' model above, $1350.00. Many standard features. Send for prices & brochures to Lassen Campers, 7685 Placer Rd., Redding, Calif. 96001. PHONE (916) 241-1100. Ask for Jim Moore, evenings same number. (49/2x)

Clean Honda XR 86cc
Cam, oil cooler/custom swingarm/forward mounted shock with Konis/air forks, 350cc/clutch springs/plus many more extras. Relaibled, $325/best offer. (213) 941-0443. (50)

'73 Zundapp 125, $275
Will trade for arc welder or drill press. (213) 869-8235. (50)

'77 Yamaha 250 YZD
Excellent condition, original tire. Must see to appreciate, $1,150.00. Day or eves. (213) 361-7006. (50)

RM 125 B
Ridden four times, 15½ inch S&W shocks, blueprinted, clean and fast, Santa's coming, must sell, $650. Ask for Steve (213) 357-2988. (50)

Honda Xmas special
'77, 750 F2, super sport, immaculate, xtras, $1700. (714) 687-9183. (50)

'75½ Husky 175
Very good condition, many extras, $450.00. (213) 328-2970. (50)

Late '74 Rickman 250
Primo hill bike, rebuilt Curnutts, — new tires, — gearing, — lots of extras, very clean! (209) 722-9855. (50)

1977 RM-125
Brand new, never ridden, $825.00. Call eve. (213) 420-1539. (50/2x)

Race speedway
1976, 500DT Jawa, engine built by Speedway Research, main event winner. New extras: Magnetos, gearbox, wheels, gears, engine parts. Call eves (213) 370-8270. (50)

HONDA CB750, 1975, just like new, good condition. Call (714) 526-3177. (50)

'77 Yamaha YZD 400 & 250
Both excellent cond., Luft reservoirs, spare 250 cylinder, Sun W-4 on 400, $1000 for 250, $1100 — 400 or best. (209) 227-9168. (50/2x)

'71 Yamaha mini enduro 60
Good condition, $175.00. 1-(714) 376-5256. (50)

Yamaha '71 RD350 sacrifice
$350.00 ($150.00 repair work done recently). Must see, lic. # 8C9714. Tel. (213) 634-8716. (50)

'75, 250 Phantom
Ossa, excellent cond., fresh engine. Must see, need the cash. $400. (213) 355-8957. (50)

'73 PENTON KTM 250. MANY EXTRAS, excellent condition. Any reasonable offer accepted. (714) 894-7844. (50)

'75 Bultaco Pursang
Excellent condition, gas Girlings, rear Metzeler, runs good, offer. $450.00. (213) 786-1486. (50)

LIQUID CRYSTAL DIGITAL CLOCK

Enduro clock $49.95
Reads hours, minutes, seconds and date, 2x2½x½ comes with handlebar mounting kit, 90 day warranty. Dealer inquire on letterhead. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 275-1823. (49/2x)

WANTED '74 later KTM frame assembly. After 5:30 (714) 347-6682. (50/2x)

'77 Yamaha 250 YZD
Excellent condition, J.T. air. Must sell, $1100.00/best offer. (714) 523-4809. (50)

'76-'77 Wheelsmith Maico AW
250 Maico, full factory Wheelsmith mods, Gaylon Mosier's hand machined triple clamps, porting pipe, 9½ travel & more. New top, bottom ends and bearings, receipts. Must sell, college, $725/offer. (714) 838-0401. (50)

Record racer sale
CR110 Honda. 4 valve DOHC single, 50cc. Holds four Land Speed Records. Factory Fairing. 15,000 RPM. 8 speed. $2,000.00. CR93 Honda. 4 Valve DOHC twin. 125cc. Held one Land Speed Record. Non-factory fairing. 14,000 RPM. $1,700.00. CR750 Honda. One of 4 factory conversions brought into U.S.A. Never run at Bonneville but qualified at Daytona in 1970 at 144 mph (in 4th gear). Now set up for street. Driven very little. The ultimate Cafe Racer. $2,500.00. Can Am 175. Watercooled side draft. This bike holds six Bonneville records. Can also be had with 110 mph air cooled engine if desired. Super trick fairing and wheels. $1,500.00. Can Am 250 TNT. Now set up for Cafe Racing with disc front end, 6 speed, and fairing. Ran 110 mph in street trim and holds 250 Production Record at Bonneville. Runs closer to 120 mph now. $1,000.00. All these bikes have been completely rebuilt from wheel to wheel and are absolutely fresh. I have tons of spares for each bike. Copies of all land speed records go with each bike. Call Terry Brigham at 9702 Old Katy Rd., Houston, Texas 77055. (713) 464-7482. (50)

Tonsilitis forces sale
'73, 400 CZ, nu piston & bore, plus spares, $425.00. Also XL250 Honda engine, $150.00. Ask for Marty until 6:00 p.m. (213) 423-0444. (50)

RM250A NEW & USED CYLINDER, pistons, rings. RM370A crankcases, crankshaft, head, clutch baskets & hub. TM125/RM125M crankshafts. 1974 Bultaco Astro frame. 1974 Bultaco 250 MX motor. Make offer. (714) 846-6728. (50)

'77 Yamaha YZ400D, $900
Aluminum swingarm, 11" front, 10" rear, two tanks, K&N. Priced to sell, $900. Steve (213) 361-4575. (50)

ENVIRONMENTAL, lawn & Garden Service, complete yard care, free estimates. (213) 598-5132. (50)

'76, 400cc YAMAHA ENDURO, 2600 miles, $750.00. (213) 265-4751. (50)

'76, RM370 Suzuki
Good condition, extras, must sell. $695/offer. (213) 675-0056. (50/2x)

C&J Kawasaki KX250A-210 lbs.
Marzocchi forks, Wheelsmith up pipe. $800. (714) 839-1495. (50)

SUZUKI RM-370 perfect condition, $795. (714) 768-3609. (50)

Triumph parts wanted
I need 1 or 2 early model Bonneville mufflers — no dents. (213) 799-0278. (50)

'76 Yamaha YZ125X
Excellent condition, never raced, has fresh engine, new front tire, Hoss filters, long travel, mono kit, etc. Best offer — Ask for Mark (213) 413-3127. (50)

1977 RM SUZUKI 125B. ONLY 2 mos. old. Broken leg forces sale. 520 chain kit, 34mm carb. Maintained by Suzuki mechanic. (805) 255-5353. (50)

'77 YAMAHA YZD 400. Excellent condition, $1,150. Call (213) 374-7502. (50)

'76 Maico 250, $650
Wheelsmith up-pipe & pegs, lots more. Immaculate condition. $650.00/offer. Must sell. Call after 4 p.m., ask for Kelly or Warren (213) 325-5489. (50)

'73 Maico 400, must sell, $450
Mint condition, excellent bike and offer. Call after 5:30 (714) 624-6958. (50)

'75 Husky 400 WR
Set up for desert. Never raced, new cond. $795 — or best offer. (714) 968-5267. (50)

'77 Suzuki RM125B
Immaculate shape — less than 20 hours on bike. Lots of goodies — Metzelers, Twin Air, fender...need money for van. $699.00. Tell em Wes...what a deal! Evenings after 7:00 (213) 463-9870. (50)

'75 Maico 250, make offer
Clean and fast. See at Collins & Son cycle, Anaheim. (714) 535-5000. (50/2x)

'74, 400 TM SUZUKI, EXTENDED swingarm, laid down 15" Boges, #1 kit & Goki air oil forks, Vesco tank, runs & looks great, $550. (714) 995-4488. (50)

'76 Yamaha YZ100C
Air forks, excellent cond., ridden only 2 months, never raced. Must see, $500.00. Weekends & aft. 6 p.m. (714) 496-8330. (50)

'77 AW Maico
Fox Air shocks, air forks, Wheelsmith up pipe. New piston, Metzelers, Terry cables, chain, sprockets & more. Perfect condition, injury. Must sell, $1200.00 or offer. Jim (714) 223-7017. (50)

'77 Husqvarna 250 CR
Fox air fork kit, well maintained, no races. $1250.00. Work (714) 986-4521, home (714) 983-4892. (50)

'77 Weslake speedway engine
Twin carbs, interspan ignition box, steel rod, completely fresh and very quick. $1700. Scott Autrey (after 6) (714) 536-4266. (50)

'76½ Husky 175
Long travel, fresh engine, 38mm Mikuni, gas Curnutts, new brakes, tires, air forks (Simons' kit), wide ratio trans. $595. (213) 376-6263 or (213) 374-0015. (50)

'76 Kaw. KX 250
Terry fork kit, Fox Shox, Wiseco piston with low hours. Only $700 firm. '74 CR125 Honda, Al Baker fork kit, F.M. Marzocchis, 32mm Amal, $400. (503) 835-5063. (50/2x)

'77-Yamaha-YZ-125-D — $695
New cond., new tires, Luft reservoir, Works seat, power levers, mint. (714) 997-3045. (50/2x)

Ultimate play bike for $700
Hindal frame, 400 Suzuki eng., 8 petal D&J reed, Cerianis, Works shocks, disc brake, super torque, never raced, spare eng. & extra parts...(714) 996-0589. (50)

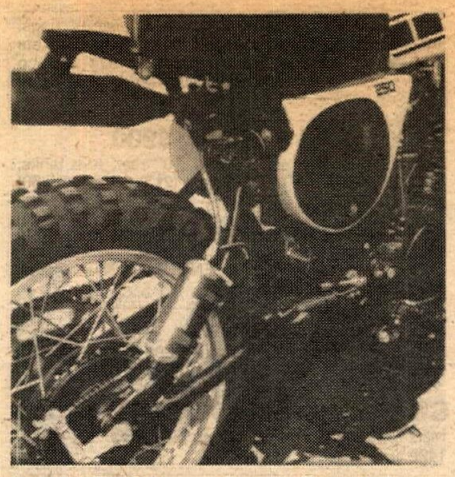
250 Yam. flattrack champ rep.
Barnes front & rear — YZ trans — CDI — 38 Mikuni — Konis, fresh motor. $800.00. (714) 630-1676. (50)

1976 Suzuki RM 250
Excellent mechanical condition. Only raced twice. Must sell, need money to pay for school. $650. (213) 845-9801 after 6:00 p.m. (50)

YZ80D mono
Pro-Fab frame & swingarm, CDI ignition, ported, super trick & excel. condition. $600.00. (714) 753-8382. (50)

Road racing engine TD3
Yamaha 250cc Twin — new — never run — built from factory parts — Also '71 Pursang with std. bore — Maico 125cc engine only. 1-(714) 420-6564. (50)

Racing leathers, Ascot Pro
Built by ABC — beautiful design — sized for 150 lb. 5 ft. 11 in. — 31"-32" waist. 1-(714) 420-6564. (50)



'77 & '78 Monoshock Servicing
The White Bros. can make your Mono work whether you're a Pro rider or a Trail rider. Our services includes rebuilding, travel mods up to 11"; Luft reservoir installations, & custom shock set-ups. Call or write: White Bros. Cycle Specialties, 11611-M Salinaz Dr., Garden Grove, CA 92643. (714) 638-1653. (50)

'74 CZ
Completely custom, looks like factory bike. AW style suspension up pipe, $300.00. **MARZOCCHI FORKS** $125.00 for CZ — complete. Jim (714) 223-7017. (50)

'76 Yamaha YZ125X late model
Very low miles, very good condition with accessories. Must sell, $450. (714) 628-8522. (50)

'72 YAMAHA 360 MX, Konis, chamber, low miles. Must sell! $350.00. (714) 870-7020. (50)

Attention Sachs freaks
Wanted: Head and barrel for Penton 125, Sachs motor. No junk. Also for sale: Complete inventory of new Sachs parts. $250.00 firm. (805) 965-4062. (50)

"77" YZ 80D Yamaha
Great shape, wants Santa to bring bigger bike for Christmas, $350.00. Call (714) 248-7906. (50)

'71, 400 HUSKY. SKID PLATE, Filtron, 4 gal. Vesco, Barnett clutch, lengthened swingarm, Curnutts and more. $450.00. (714) 674-5181. (50)

'78 TT 500 Yamaha
Immaculate condition, ridden less than six hours. 3:50x21 front tire. $1175.00. (714) 674-5181. (50)

'76¾ Maico
New engine, pipe, fenders, side panels, bars, grips, tank & paint. $695.00. Call Jim (714) 223-7017. (50)

Husky Husky Husky Maico
390, $1600. 360, $800. 250, $575. All G.P. CR's. 400 Maico, $500. Some acc. are Fox air and spring Shox, Fox Forx, Wheelsmith, Pro-Fab, Sun. Call for more info. H.D. Brox. (714) 488-2282. (50)

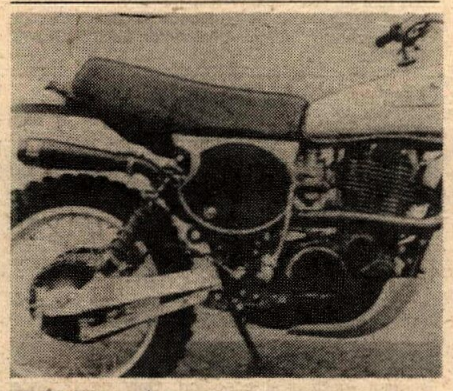
Dave Taylor's DG RM125B
Very fast and reliable, only 2½ months old. All DG equipped, anodized head + wheels, spokes, ported cylinder, pipe, carb, 520 chain kit, the works. $1000.00. (213) 335-0349. (50)

1975, 250 Yamaha mono
O.C.C. shock kit, Terry fork kit, Webco head, fresh top end, solid aluminum bars, new clutch, and front tire and wheel, plastic Magura type levers. $650.00 or best offer. (213) 861-9871. (50)

Have Bultaco — want TT 500
'74, 250 Pursang. Excellent condition. LTS, gas forks, shocks, FMF pipe, fast & reliable. $525 or trade plus cash for TT 500. (213) 377-2364 or (714) 729-0623. (50)

Half-mile, TT, ST
360 Trackmaster, new piston & chamber by J&R, new Goodyear DT's, sprockets & extras. $500.00 or make offer. Call after 5 p.m. (213) 545-1481. (50/3x)

'76 RM 100
Excellent cond. Both up and down pipes, "J" bars, skid plate, etc. Runs great! $400.00. (714) 780-9416. (50)



77 & 78 TT/XT 500 exhaust system
1¾" pipe, 36" headpipe, & Super Trapp silencer for optimum power. Retails for $74.95. Call or write: White Bros. Cycle Specialties, 11611-M Salinaz Dr., Garden Grove, CA 92643. (714) 638-1653, or see your dealer. (50)

'77 RM SUZUKI B, ridden little, chain tensioner. Must see to appreciate, $875.00. (213) 446-2829. (50)

'76 Honda 125, '75 Yamaha 250
Honda is unbelievably fast with too many xtras to list. Same with mono. Both expertly maintained but stored for 6 months. Honda — $500.00. Yamaha — $575.00. (213) 944-4723. (50)

'76 Honda CR 125
Ridden little, good condition — must sell — $400. Ask for Kenny (714) 962-0361. (50)

'73 XL 250
Set up for dirt, street legal. (805) 529-0588. (50)

'76 — Suzuki RM 370
Brand new, ridden once! Excellent condition, must sell, $1000.00. Full Bore boots, size 11, Bell Motostar, size 7½, $50.00 each. Both new. (213) 371-7088 after 6 p.m. (50)

'77 RM 125 B Suzuki
520 chain kit, seat kit, Andre's. Gone to college, have no time to ride, excellent cond., very reliable. $725.00. (213) 541-6661. (50)

1977 Husqvarna CR125, great
Xmas gift — includes fresh engine — MX and dez tanks — Curnutts — air caps — and even more for only $650.00! (714) 586-2646. (50)

'71 OSSA 250cc Stiletto, $275.00. BULTACO 238cc, $175.00. After 6 (213) 798-7538. (50)

'75 MAICO 440, '75 MONTESA VA 125, '74 Can-Am 175 MX; trade one, two, or all for the right 250 motocrosser. Cash also accepted. (213) 377-3598. (50)

NEW HONDA MT125R ROAD RACER. Tahitian red factory style paint job; has full spares, ready to race. $1,650.00. (214) 328-8406 or (214) 328-6849. (50)

Super trick '74 CR-100 Honda
Birt head, Work's shocks, trick frame mods, extra-travel fork kit, 8 inch travel, much more. Price to go at $475.00. Call Mark (714) 633-9822 before 7 (714) 630-1174. (50)

Injury forces sale!
RM125B trick, raced once. Ask for Ann (213) 325-2418 or (213) 539-3366. (50)

BSA MX and Heckel boots
'74 B50 MX with extras, excellent shape, $550 or best. Boots size 9½, $30. (714) 847-6207. (50)

'76 Husky 460
125 Husky motor — pipe — 2 tanks — carb — cleaner. (213) 428-2151. (50)

'77 Yamaha XZ80D
Excellent condition, like new. Call after 5:00, ask for Don (213) 425-4183. (50)

'75 HONDA ENDUROIZED CR250, MT gears, MT ignition, Vesco tank, S&W fork kit, Luft gas spring shocks, VDO, chain tensioner, reed valve, Mikuni, $750.00. (714) 974-1347. (50)

WIXOM FAIRING, $65.00. SALKS engine cases and side covers with 5 speed trans., $25.00. 2 Triumph front wheels complete, grey Vesco Fat Skinny tank. (714) 974-1347. (50)

Wanted!!!
370 RM Suzuki center cases. Will consider damaged if repairable, or complete motor. Gary Sigman (213) 830-4678. (50)

1977½ Trackmaster demos
Suzuki RM 80 MX'er. Yamaha YZ 80 D MX'er. Complete Racers Deluxe, $1140.00 value for $850.00. Trackmaster Racing Products, (213) 349-9487. (48/2x)

Quality racers for sale
3—'76 KTM 400s from $875. 1—'77 Maico ex-Mosier Works 400. New '77 Husky 125, $1095. '76 Husky 360, $1295. KTM 175 — $495. 1—390 Husky. '77—250 Maico. See these and new racers at Bill Saltzman M/C. (213) 337-6811. (50)

CR 125 parts
Front wheel, $50. Complete engine with ignition, less barrel, $120. 32 and 34mm Mikuni carbs, $20 each. 100cc barrel, head and piston, $100 or offer. (714) 846-3487. (50)

CCM 500-550-580cc motocross/ enduro motorcycles
3 or 4 speed gears, alternator or battery ignition, 11" travel suspension. Full stock BSA. 50 parts. Dealer inquiries welcome. CCM Imports, R 1, Huntley, IL 60142. (815) 923-2155. (44/EOI/4x)

Tired of losing? Buy a Maico!
Better yet, buy mine! It's better than new, ridden only 6 times, has all the trick stuff, H.D. spokes, Proto Up-pipe, Wheelsmith air-spring fork kit & pegs, all aluminum parts, gold anodized, + many extras. A '77, 250 AW, $1175.00 or best. Alex (213) 338-2739. (49/2x)

1978 RM 250C
Only 4 races. Perfect condition. $1050 or best offer. Evenings, call (213) 368-6085. (50)

'75 Honda Trail 90
Sharp, loaded, lo mileage. $425. (213) 963-1497. (50)

KTM parts and accessories
Alloy side panels, MC5-GS6, alloy skid plates, GP chain tensioners and much more available from San Mateo Yamaha, 521 E. 5th Ave., San Mateo, CA 94403. 1 days U.P.S. service, dealer inquiries invited. (50/4x)

'76, 400 CZ
Marzocchi forks, gas Girling shocks, new Barums front and rear, aluminum side panels. Featured in Motocross Action and Cycle News. Bike built by Grand Prix Specialties. Only $895.00. (213) 424-4072. (50/2x)

'75 FMF 125 Elsinore, $450/OBO
Completely FMF equipped, looks and runs like new, must sell! (213) 378-2454. (50)

'77, 250 Maico AW
F.M.F. ported, Wheelsmith fork kit, fast! $1,000.00. After 6:00 p.m. (213) 325-0136. (50/2x)

1975 YAMAHA 400 monoshock, Vesco tank, otherwise stock. $650.00 B.O. (213) 864-5100. (50/4x)

Jawa speedway
New motor, tires, chains, Mikuni, many extras — 22" wheel, gearing, tires. $900.00. '71 R75/5 BMW also, $900.00. Aft. 4 p.m. (213) 331-6914. (50)

'77 Yamaha 400 enduro
Only 900 miles — just tuned — job forces sales — $850 or best offer — Call evenings (714) 593-0997. (50)

'75 Husky 250 WR
Lay down Bilsteins, Pro-Fab swingarm, Twin Air air filter, Vesco tank and many more extras. Fresh engine. $800.00. (213) 337-7089. (50)

'75 Bultaco Astro 360
Excellent condition, fresh motor, all it needs for Class "C" is a 250 kit. Asking $1050.00 but will deal. #62j. (307) 745-4209. (50)

MOTOCROSS BIKES FOR SALE: 1977 Husqvarna 250 CR, $1,000. 1977 Husqvarna 390 CR, $1,100. 1977 Yamaha YZ400D, $1,000. (402) 333-9207. (50)

17" rear wheel
For Yamaha 250, 400 or TT 500. $225 complete, ready to bolt on. Bill Sabo, 1039 Bradford, Glendora, CA 91740. (50)

18 ft. Smuggler trailer
Fully self contained with extras. C.B. radio, AM-FM 8 track stereo, can carriers, etc. Like new condition. $3500.00 or best offer. (213) 864-4762. (50)

Sanitary TZ-250 and TA-125
TZ-250B Mack pipes, carbs, trick forks, disc, spares, $1500. TA-125 trick frame, wheels, brakes, fast, too many to list, spares, $1000 or offer. (503) 998-2130. (50/3x)

'74 Yamaha 100 MX
Clean, good cond., $225.00. (213) 334-3256. (50)

'76 Husky 250 CR 6-speed
Excellent condition, fast, $875. (213) 466-5701. (50)

"1973 Penton 175 MX"
Engine blown, everything else in good shape. $175 whole, or sell parts. Expansion chamber for 1974 or later DT360a or 250 Yamaha, $20. After 8:00 p.m. (714) 522-5984. (50)

For sale cycle lift
Air to hydraulic operated, adjustable rack, will lift any bike up to 1000 lbs. $250.00. Weekends & evenings call (714) 829-3084, days (714) 822-0400. (50)

Wanted-used M/C dynometer
Late model Hartzel (SERV—EQUIP(, Stuzka, Go-Power or Akkerman. Complete with operational accessories. Call R.W. Magner (303) 426-1808. (50/2x)

SMALL MOTORCYCLE SHOP, profitable. Will sell for inventory & equipment. $40,000 needed. Buildings and land available at bargain $65,000. Albany, Oregon (503) 928-2054 evenings. (50)

'77 Yamaha YZ80D
6 months old, excellent condition, hardly ridden Boges shocks, Ken Ross springs, new tires. Must see, $450 or best offer. (213) 398-5658. (50)

Husky 400 WR 1974
Framework by Saltzman, Works Performance shocks, excellent cond. $495.00. (213) 443-3430. (50)

X-mas — Indian — Mini-Mini
Clean, 1973 Mini-Mini 50cc Indian. Removable training wheels. 18" seat height. Super easy for real ittle ones to ride. Asking $125. Let's talk. (714) 735-9911. (50)

Don't care?
We don't care how the hell they do it in California. And since you don't either - tell the world with a top quality, red T-Shirt sent to the address of your choice for only $4.50. Send check or money order, your name, address and size desired (Small, medium, large, X-large) to Cycle News Products, P.O. Box 805, Tucker, Ga. 30084. 50/TFN

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WANT ADS

For Sale: Mini Elsinore 100cc
Perfect condition, air forks, air shocks, extra motor and cylinder, and many other extras. $1,195. (312) 388-2703. (50/4x)

Roberts' Rally Club
Send $1 & a self-addressed envelope to: Roberts' Rally Club, c/o Jeff Moore — V.P. & Public Director, 9941 Chippendale Dr., Dallas, TX 75238. Also send best photo of King Ken in action. Best photo will receive cash $$ prize. (50/3x)

Wanted: Husky motor
Need '75 or '76 Husky 360 motor or cylinder, cases, crank assy. (504) 892-1250 day, (504) 626-7347 nite. (50/2x)

'76½ Suzuki RM250A
Baker kit, Works Performance shocks, $595.00. Eves. (714) 960-3694. (50)

Too many projects !
9 British bikes, some good runners, some fixers, most are original. BSA, Tri., Match., Velo & norton 250-750s. Also, want Italian bikes or parts. (714) 442-2492. (50)

BRAND NEW HONDA MR250. Never ridden, 0 miles. Registered as '76 model. '79 off road sticker, $795. Palmdale area (805) 944-1425. (50)

'77 Suzuki RM250B
Metzelers, Motoplat, Sun rims, heavy spokes, Profab aluminum swingarm, S:W shocks, custom seat, Dave Miller pipe, magnesium rear hub, Al Baker forks, air caps, much more. Xlnt. cond. $1050.00/best offer. (714) 771-1137. (50)

1974 Husky 125WR, $600
Excellent condition, forward mounted shocks. (415) 792-2748. (50)

250 CZ
MX — Enduro, 1975½, 1700 miles, excellent condition, extra enduro equipment, $600.00. (213) 887-9586 (eves.). (50)

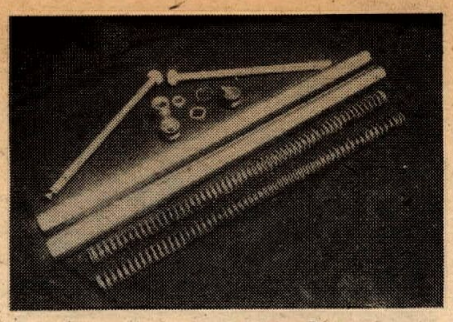
Suspension aids
New gas Girlings, many sizes, $39.50 pr. New Marzocchi forks, $165 pr. Franks Racing Products, 17785-F Sky Park Cir., Irvine, CA 92714 — (714) 546-3484. (50/2x)

MX 250 mono
Terry kit, White Bros. shock, seat, brake and more. '73, 360 MX, stock, ridden very little. $650 & $350 or $900 for both. After 6 p.m. (213) 883-6340. (50)

Suzuki RM250
FMF porting and pipe, Curnutts, Al Baker forks, new C.D. ign., Magura controls, fast and reliable. $700.00. (213) 831-1279. (50)

Must sell:
Husky 1978 390A.
ridden 4 times. $1,500.
Husky 1977 250CR
Excellent condition. $1,000.
Honda 1977 125CR
"Works, shocks." $600.
Husky 1976 360 auto
Hardly used. $1,100. Call (415) 785-5400 days, (415) 278-4269 eves. (50/2x)

Wanted Yam 400 mono or RM370
with blown engine, or without engine. Days (714) 822-0400, weekends or nights (714) 829-3084. (50)



Chrome-Moly forklegs & systems
Available for Honda, Suzuki, Maico, Yamaha, Marzocchi; Up to 4½ lbs. lighter — three times stronger; air-spring dampening to 11½ inches travel; Details available — BFI (714) 557-8048. (50)

'77 YZD 400 Yamaha
Clean, standard bore, long travel tank, many extras, extremely fast. See to appreciate. $900. (213) 367-3309. (50)

Desert 175 mono
YZC 175 mono — pro conversion from 125 — Daly porting — long travel rear — DG head — Vesco tank — 520 chain — FMF tall seat — alum. bars — fresh engine — steal at $525. (213) 322-6618. (50)

'76 CR250M
Hardly ridden, S&W Freon shocks, S&W fork kit, D&H custom reed valve, ported, goes good, real clean! $650.00 or best offer. (213) 429-1860. (50)

Maico '75½ GP 450cc $825/best
Ridden very little, milled head, drilled piston, orig. rings, Freon, Konis, two tanks, extra thick seat, extras. A REAL motorcycle! (213) 595-1691 or (213) 436-5183. (50)

'76 AW 400 Maico
Wheelsmith up pipe & pegs, new rear tire, Magura dogleg levers, Fox Shox. Must sell this week. Best offer. Ask for Scott (213) 421-0152. (50)

'76¾ Husky 360WR
Fantastic suspension, Curnutts and automatic dampening rods. New top end and tires. Many other super extras and mods. Very clean. $1225. (714) 546-8139. (50)

Late '76 KTM MC5
Desert rady, updated to '78 specs. Many extras and spares. $1000.00. Days (213) 821-9170, evening (213) 822-1582. (50/2x)

'75 FMF Honda CR 125
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Super trick Honda 4-stroke
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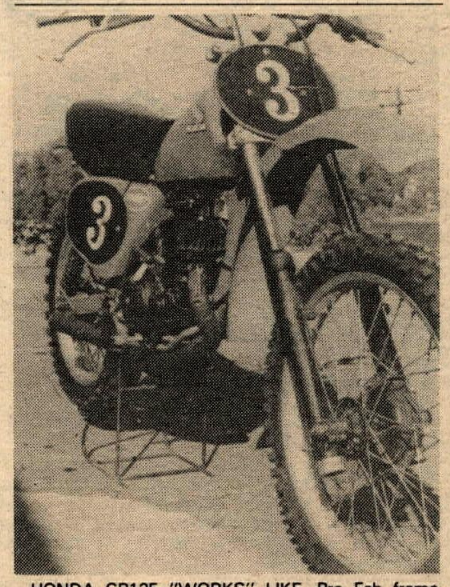

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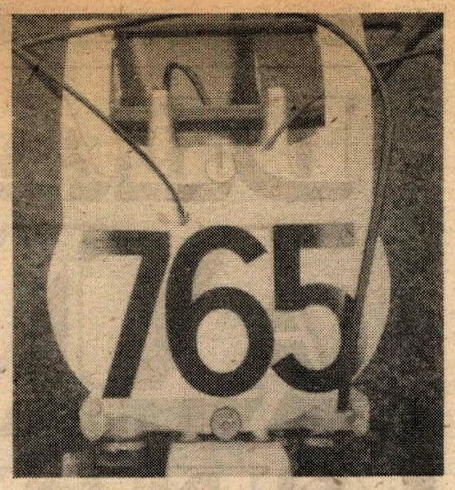

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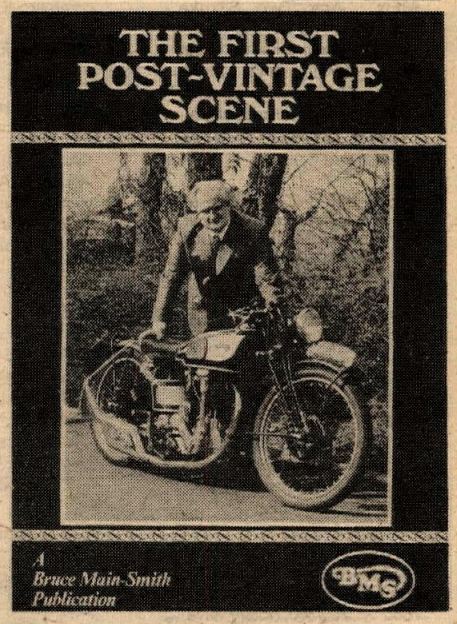

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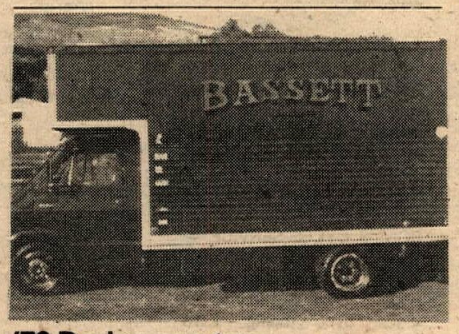

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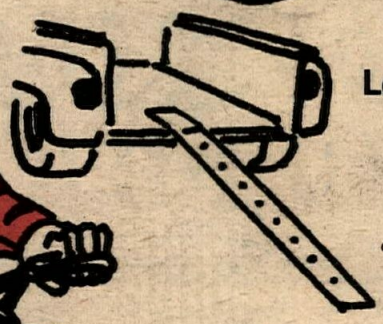

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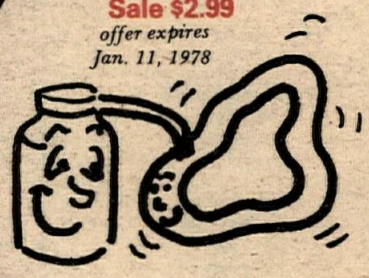

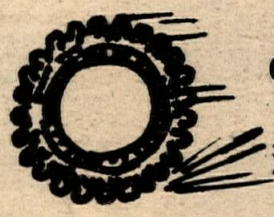

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